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American Railroad Journal.

New York, Saturday, August 28, 1875.

Liability of Express, Telegraph and Insurance Companies.

CLAIMS FOR LOSS OR DAMAGE MUST BE ASSERTED WITHIN THE TIME STIPULATED IN THE AGREEMENT.—DECISION OF THE UNITED STATES SUPREME COURT.

In the case of the Southern Express Company, plaintiff in error, vs. Robert D. Caldwell—in error to the Circuit Court for the Western District of Tennessee—Mr. Justice Strong delivered the opinion of the court:

The defendants in the court below, having been sued as common carriers for their failure to deliver at New Orleans a package received by them on the 23d day of April, 1862, at Jackson, Tenn., pleaded that when the package was received, "it was agreed between them and the plaintiff, and made one of the express conditions upon which the package was received, that they should not be held liable for any loss of, or damage to, the package whatever, unless claim should be made therefor within ninety days from its delivery to them."

The plea further averred that no claim was made upon the defendants, or upon any of their agents, until the year 1868, more than ninety days after the delivery of the package to them, and not until the present suit was brought. To the plea thus made the plaintiff demurred generally, and the court sustained the demurrer, giving judgment thereon against the defendant. Whether the judgment was correct is the only question presented by the record which we can consider.

Notwithstanding the great rigor with which the courts of law have always enforced the obligations assumed by common carriers, and notwithstanding the reluctance with which modifications of that responsibility, imposed upon them by public policy, have been allowed, it is undoubtedly true that special contracts with their employers limiting their liability are recognized as valid if in the judgment of the courts they are just and reasonable—if they are not in conflict with sound legal policy.

The contract of a common carrier ordinarily is an assumption by him of the exact duty which the law affixes to the relation into which he enters when he undertakes to carry; that relation the law regards as substantially one of insurance against loss or damage except such as results from what is denominated the act of God, or of the public enemy. But the severe operation of such a rule in some cases has led to a relaxation of its stringency when the consignor and carrier agree to such a relaxation.

All the modern authorities concur in holding that to a certain extent the extreme liability exacted by the common law originally may be limited by express contract. The difficulty is in determining to what extent, and here the authorities differ. Certainly it ought not to be admitted that a common carrier can be relieved from the full measure of that responsibility which ordinarily attends his occupation without a clear and express stipulation to that effect, obtained by him from his employer, and even when such a stipulation has been obtained the court must be able to see that it is not unreasonable.

Common carriers do not deal with their employers on equal terms. There is, in a very important sense, a necessity for their employment. In many

cases they are corporations chartered for the promotion of the public convenience; they have possession of the railroads, canals, and means of transportation on the rivers; they can and they do carry at much cheaper rates than those which private carriers must necessarily demand; they have on all important routes supplanted private carriers. In fact, they are without competition except as between themselves, and that they are thus in most cases a consequence of advantages obtained from the public. It is, therefore, just that they are not allowed to take advantage of their powers, and of the necessities of the public to exact exemptions from that measure of duty which public policy demands. But that which was public policy a hundred years ago has undergone changes in the progress of material and social civilization. There is less danger than there was of collision with highwaymen. Intelligence is more rapidly diffused. It is more easy to trace a consignment than it was. It is more difficult to conceal a fraud. And, what is of equal importance, the business of common carriers has been immensely increased and subdivided. The carrier who receives goods is very often not the one who is expected to deliver them to the ultimate consignee. He is but one link of the chain; thus his hazard is greatly increased. His employers demand that he shall be held responsible, not merely for his own acts and omissions and those of his agents, but for those of other carriers whom he necessarily employs for completing the transit of the goods. Hence, as we have said, it is now the settled law that the responsibility of a common carrier may be limited by an express agreement made with his employer at the time of his accepting the goods for transportation, provided the limitation be such as the law can recognize as reasonable and not inconsistent with sound public policy.

This subject has been so fully considered of late by this court that it is needless to review the authorities at large. In *York Company vs. The Central Railroad Company* (3 Wallace, 107,) it is stated that the common law liability of a common carrier may be limited and qualified by special contract with the owner, provided such special contract do not attempt to cover losses by negligence or misconduct. And in a still later case, (*Railroad Company vs. Lockwood*, 17 Wall., 357,) where the decisions are extensively reviewed, the same doctrine is asserted. The latter case, it is true, involved mainly an inquiry into the reasonableness of an exception stipulated for, but it unequivocally accepted the rule asserted in the first mentioned case.

The question, then, which is presented to us by this record, is, whether the stipulation asserted in the defendant's plea is a reasonable one, not in-

consistent with sound public policy. It may be remarked, in the first place, that the stipulation is not a conventional limitation of the right of the carriers employed to sue. He is left at liberty to sue at any time within the period fixed by the statute of limitations. He is only required to make his claim within ninety days, in season to enable the carrier to ascertain what the facts are, and having made his claim he may delay his suit. It may also be remarked that the contract is not a stipulation for exemption from responsibility for the defendants' negligence or for that of their servants. It is freely conceded that had it been such it would have been against the policy of the law and inoperative. Such was our opinion in *Railroad Company vs. Lockwood*. A common carrier is always responsible for his negligence, no matter what his stipulations may be. But an agreement that in case of failure by the carrier to deliver the goods a claim shall be made by the bailor or by the consignee, within a specified period, if that period be a reasonable one, is altogether of a different character. It contravenes no public policy. It excuses no negligence. It is perfectly consistent with holding the carrier to the fullest measure of good faith, of diligence, and of capacity which the strictest rule of common law ever required. And it is intrinsically just as applied to the present case.

The defendants are an express company. We cannot close our eyes to the nature of their business. They carry small parcels, easily lost or mislaid, and not easily traced. They carry them in great numbers. Express companies are modern conveniences and notoriously they are very largely employed. They may carry, they often do carry, hundreds, even thousands of packages daily. If one be lost, or alleged to be lost, the difficulty of tracing it is increased by the fact that so many are carried, and it becomes greater the longer the search is delayed. If a bailor may delay giving notice to them or loss, of making a claim indefinitely, they may not be able to trace the parcels bailed and to recover them, if accidentally mislaid, or if they have in fact been properly delivered. With the bailor the bailment is a single transaction, of which he has full knowledge; with the bailee it is one of multitude. There is no hardship in requiring the bailor to give notice of loss, if any, or make a claim for compensation within a reasonable time after he has delivered the parcel to the carrier. There is great hardship in requiring the carrier to account for the parcel long after that time when he has no notice of any failure of duty on his part, and when the lapse of time has made it difficult, if not impossible, to ascertain the actual facts. For these reasons such limitations have been held valid in similar contracts, even when they seem to be less reasonable than in the contracts of common carriers.

Policies of fire insurance, it is well known, usually contain stipulations that the insured shall give notice of loss, and furnish proofs thereof within a brief period after the fire, and it is undoubted that if such notice and proofs have not been given in the time designated, or have not been waived, the insurers are not liable. Such conditions have always been considered reasonable, because they give the insurers an opportunity of inquiring into the circumstances and amount of loss at a time when inquiry may be of service. And still more, conditions in policies of fire insurance that no action shall be brought for the recovery of a loss unless it be commenced within a specified time, less than the statutory period of limitations, are enforced, as not against any legal policy. (See *Riddleberger vs. Hartford Insurance Company* 7 Wall., 886, and the numerous cases therein cited.)

Telegraph companies, though not common carriers, are engaged in a business that is in its nature almost, if not quite, as important to the public as is that of carriers. Like common carriers, they cannot contract with their employers for exemption from liability for the consequences of their own negligence. But they may by such contracts, or by their rules and regulations

brought to the knowledge of their employers limit the measure of their responsibility to a reasonable extent. Whether their rules are reasonable or unreasonable must be determined with reference to public policy, precisely as in the case of a carrier. And in a case where one of the conditions of a telegraph company, printed in their blank forms, was that the company would not be liable for damages in any case where the claim was not presented in writing within sixty days after sending the message, it was ruled that the condition was binding on an employer of the company who sent his message on the printed form.

Our conclusion, then, founded upon the analogous decisions of courts, as well as upon sound reason, is that the express agreement between the parties averred in the plea was a reasonable one, and hence that it was not against the policy of the law. It purported to relieve the defendants from no part of the obligations of a common carrier. They were bound to the same diligence, fidelity, and care as they would have been required to exercise if no such agreement had been made. All that the stipulation required was that the shipper, in case the package was lost or damaged, should assert his claim in season to enable the defendant to ascertain the facts; in other words, that he should assert it within ninety days. It follows that the Circuit Court erred in sustaining the plaintiff's demurrer to the plea. The second assignment of error we need not consider. If it is one that can properly be made, which is at least doubtful, it is unimportant in view of our judgment upon the first. The judgment of the Circuit Court is reversed, and the cause is remanded for further proceedings in conformity with this opinion.

Northern Pacific Railroad.

Suit was brought by Wietjen and others, bankers, of Amsterdam and Rotterdam, to recover iron rails, bought with their money, realized on bonds of the Northern Pacific Railroad Company, and which rails have been sold and pledged to various parties. The suit has been before the State courts in various shapes. Recently Judge Donohue decided in favor of the special defendants in this matter, that as the iron had passed to them they were not responsible to the plaintiffs, and sustained their demurrer on that ground. Appeal was taken to the General Term of the Supreme Court and decision was rendered on the 24th inst., Judge Daniels giving the opinion. He says the affidavits in the case on the other occasion cannot be resorted to for the purpose of aiding and extending the plaintiffs' case, by reason of the additional facts which could fairly be inferred from what was contained in them. By their assistance sufficient then appeared to justify the presumption that the misconduct of Moorehead, the acting trustee, was concurred in and approved by the other two trustees in the mortgage given to secure the bonds given by the plaintiffs and the other parties they propose to represent. That was then deemed sufficient for the purpose of enabling the plaintiffs to maintain the action for their own equitable protection. But the case now stands alone upon the facts set forth in the complaint, which wholly fails to show any misconduct whatever or mismanagement of the affairs of trust by Horace Thompson, one of the three trustees to whom the mortgage was given for the security and protection of the bondholders. It is not even alleged that he knew of the misconduct complained of as the foundation of the action, and no facts are set forth from which such knowledge can be reasonably presumed. If there had been, that, possibly, might have been sufficient to make him a party to and responsible for the misconduct alleged upon the

part of Moorehead. The opinion concludes that the complaint presents a good equitable cause of action, but not in favor of the plaintiffs, as long as one of the trustees must be considered free from even connivances with the breach of trust. The order of the Court below should be affirmed.

Calumet and Hecla Mining Company.

The annual meeting of this corporation was held in Boston on the 18th inst., when the following gentlemen were unanimously elected Directors: Alexander Agassiz, H. H. Hunnewell, George Higginson, Henry S. Russell, of Boston, and James N. Wright of Michigan. The Treasurer's report represents the assets of the Company as amounting to \$2,479,581, and the liabilities to \$257,464, leaving a surplus of \$2,222,117. This statement is made up to May 1, and a dividend of \$400,000 due and payable on the 15th, should properly be deducted, leaving the actual surplus, \$1,822,117 18.

The President stated that there was available ground now open of first quality, to last three years and of second quality two more, so that the mine is opened five years ahead as good as at present. The amount of copper actually sold within the fiscal year April 30, 1874, to April 30, 1875, was 20,247,462 pounds at an average of 20.51 cents per pound, realizing \$4,160,720 16. The amount of copper smelted within the year was 20,704,783 pounds, which represents the actual product of the mine. Expense of freight, selling, etc., \$235,324 53, at an average cost of 1.10 cents per pound.

Valuation of Boston.

The assessment of Boston, just completed, fixes the total valuation of real and personal property in that city at \$793,767,900. There is a gain of \$4,569,350 on real estate, and a loss of \$9,556,500 on personal property—decrease in total valuation since last year, \$4,987,150. The rate of taxation is reduced to \$1.90 per thousand, and the amount to be raised by taxation is \$1,522,766 less than last year. The Boston Journal commenting on these figures, says that the valuation of the city has decreased about three fifths of one per cent., while the tax levy has been reduced twelve and a half per cent.

South Carolina Railroad.

The following is a comparative statement of the earnings and expenses of this road, for the years ending December 31, 1873 and 1874:

Earnings:	1873.	1874.
From passengers ...	\$246,756 26	\$226,016 06
" freight.....	1,221,239 63	1,121,779 95
" mails.....	23,020 00	18,176 10
	\$1,491,015 89	\$1,365,972 11
Expenses:		
Conducting transp....	\$311,857 21	\$294,528 01
Motive power.....	230,951 11	220,224 57
Maintenance of way...	228,627 62	211,104 45
Maintenance of cars...	98,275 00	81,310 13
General expenses.....	44,839 63	43,848 26
	\$914,550 57	\$850,515 42
Net earnings.....	\$576,465 32	\$515,458 69

Compared with 1873 the gross earnings show a decrease of \$125,043 78, or 8.38 per cent; the expenses show a decrease of \$64,035 15, or 7 per cent; and the net earnings a decrease of \$61,008 68, or 10.58 per cent. The ratio of expenses to earnings in 1873 was 61.34 per cent; and in 1874, 62.26 per cent—a difference in favor of 1874 of 0.92 per cent. The president in his report says:

The reduced earnings shown in the above statement are not confined to any one branch of the road's business. All of the sources of revenue contribute their full share.

The loss from freight divided into eastward, \$653,876 88, and westward \$467,903 07, is \$99,459 68.

The loss from passengers similarly divided into eastward \$114,903 70, and westward \$111,112 36, is \$20,740 20.

These comparatively unfavorable results of the year are thus clearly established as due to the deep and widespread depression of all industries, consequent upon the financial revulsion of 1873. The force of this revulsion was felt and fully comprehended, when the board last met you, but its extent and duration were not anticipated. We have every reason for believing, however, that though our business has suffered loss, in common with that of perhaps every railroad in the country, that in comparison we have no special cause of dissatisfaction. And though we may not be able to discern in the immediate situation around us, any special causes of satisfaction at the prospect of an early, and complete restoration of commercial activities, we have reason to believe that the full force of these adverse circumstances has been expended, and that hereafter we will find it easier to accommodate our policy to meet them.

An interesting and very satisfactory feature developed in the statements accompanying this paper, is the proportion of local to through tonnage.

The entire amount of freight passing over and beyond the road, West is.	\$467,903 07
And East, is	653,876 88
Of this amount, there was moved from Charleston beginning here	\$285,898 22
And there stopped here	408,536 75
The amount of that originating here was, distributed as follows, viz:	
To Augusta and beyond	\$61,099 16
To Columbia and beyond	113,249 16
To way stations	111,549 90
	\$285,898 22

The amount of that received here to local consignment was divided as follows:

From Augusta and beyond	\$114,494 82
" Columbia and beyond	122,872 97
" way stations	171,169 46
	\$408,536 75

And the most gratifying feature of the view we are presenting is, that of the large proportion of local business shown in comparison of through and local, our own lines and our own territory contributed so great a share.

Thus, to particularize: the total business sent from and received at Charleston amounts to \$694,434 97.

Of that sum, Columbia and beyond receive	\$113,249 16
And send	122,872 97

Total \$236,122 13

In this review of the statements, it has been matter of much interest to observe, that of the entire freight earnings of the road, \$1,121,779 95, the large proportion, amounting to \$883,542 31 is furnished by points practically within our own control; and not less, to note that the business derived from the Greenville and Columbia Railroad exceeds that done with the Georgia Railroad, and the entire system of connections west of Augusta, in the large sum of \$94,204 62.

These are facts which should be cause of satisfaction and encouragement to the company, as indications that a large proportion of the business is comparatively free from the injurious effects to be apprehended from the reckless management of competing lines, whose frantic efforts to secure a share of the through business resulted in a reduction of rates for that business, to figures barely covering the cost of transportation. To develop and en-

courage the situation we have been presenting to you, has been the policy of the board to the utmost extent of their ability since the war, and it is only owing to their want of means, that their favorite idea of connecting with the South Carolina Railroad as a trunk, all the interior roads of the State, has only been partially accomplished. From what has been shown, it is readily seen, that such a combination including, with the Greenville, the Laurens, the Spartanburg and Union, and the Charlotte and Columbia Roads, would render us entirely independent of outside connections, the effort to obtain whose business entails expenses quite incommensurate with its value, and in a great measure relieve us from fluctuations of revenue inseparable from the reckless manner in which competition for our business at distant points is conducted—so conducted during a considerable portion of the business year, as to have forced rates of transportation upon leading articles down to mere cost of movement.

The expenses of the year are	\$850,515 42
The ratio to earnings is 72.264 per cent.	\$64,085 15
(though the ratio is slightly increased.)	

The ratio of the reduction of expenses to reduction of earnings is 51.210 per cent.

With the most active effort on the part of the general superintendent, whose earnestness in this direction has been marked, it was not found practicable to accomplish more. Nor is it, indeed, an easy matter to preserve, within distinct lines, the expenses of two hundred and forty two miles of road and force them to conform to certain relations to earnings, when those earnings are necessarily uncertain—the outlay and preparation for business being a present and pressing necessity. The disturbance, too, of the equilibrium of tonnage, moved in opposite directions (a condition so constantly striven for, in railroad management, because of its essential connection with economic results), is very marked in the movement of this year's business, as is seen in a comparison of the Tons moved eastward 151,673 And those moved westward 118,605 and is entitled to due weight in considering the subject of expenses.

So too, and on the direct line of saving, are those extraordinary expenditures which go towards maintaining and improving the property, and which, this year, embrace an increased number of tons of rails put in the track, the new depot at Orangeburg, the rebuilding of Locomotive Gadaden, and heavy repairs to Nos. 43 and 44, sold to the Greenville and Columbia Railroad, and not necessarily of annual recurrence.

Whilst we do not feel that it is practicable, with a just regard to the efficiency of the management, to accomplish results materially varying from those which are here exhibited, it shall be our constant aim to keep the expenses of the departments to the lowest possible mark.

The balance of earnings, as before stated is	\$515,456 69
Add, received from other sources	1,529 29

Income of the year	\$516,985 98
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Against this sum are charged:

Interest on first mortgage sterling bonds	\$73,419 43
Premium on first mortgage sterling bonds	17,462 87
Interest on first mortgage domestic bonds	64,155 00
Interest on second mortgage bonds	51,152 50
Interest on non-mortgage bonds and bills payable	207,571 38
	\$413,761 18
Balance carried to profit and less	103,224 80
	\$516,985 98

The treasurer's report is accompanied with the usual tables, explanatory of the transactions in that department.

There is not in these papers any matter inviting

special notice. The board in reviewing in their last report the financial condition of the company, referred to the trouble occasioned them in the management of the finances, by the necessity of meeting annually large amounts of maturing bonds, which immediately had to take the shape of bills payable at higher rates of interest, and wait gradual reduction through balance of earnings. During this year the last of those troublesome obligations fell due, amounting to \$224,000, which will account for the increase of the bills, but this increase is more than counteracted by the decrease of the bonds payable.

Notwithstanding the increase of the bills payable, from the causes stated, it is worthy of note, that the payments on account of interest are below those of the previous year. During the latter part of the year, the indications of lower prices of money, consequent upon the accumulation of capital at the commercial centres, encourage the expectation that there is to be permanent relief from this oppressive tax upon industry and enterprise, endured by our section since the war. The realization of that fact would find, in connection, and as a necessary result, increased demand for your securities and an ability so to place them, as to work out the scheme of disposing of your floating debt through a sale of your second mortgage bonds.

The recommendation of the committee of bondholders to charge off the amount standing against the Southwestern Railroad Bank has only been postponed, for the purpose of including certain outstanding obligations of the bank not yet matured. These will all mature and be paid the ensuing year, when the amount will be transferred, as a whole, to profit and loss.

Immediately after their organization the board proceeded to the consideration of the disposition of the Southwestern Railroad Bank, in view of what they understood to be the wishes of the stockholders; and appointed a committee to confer with a committee from the directors of the bank, as to the fittest action to be had. The following report of that joint committee will at once explain their conclusion and the present status of the bank:

The joint committee of the South Carolina Railroad Company and the Southwestern Railroad Bank, appointed to consider the propriety of closing the bank and removing the transfer office, beg leave to

REPORT:

That it is inexpedient at present to make any change in the mode of transfer of stock, as such change could only be effected by surrendering the charter of the bank. They therefore recommend that the bank be removed to the office of the railroad company; that Mr. W. J. Magrath be elected President of the Bank, to fill the vacancy created by the retirement of Mr. Cochran, and that transfers be made as heretofore.

They further recommend, that, as no salary is attached to the office of President of the Bank, and the duties of the transfer department devolve upon the Cashier, that the salary of the latter be fixed at \$1,800 per annum. This will then, constitute the entire expense of the Bank.

Respectfully submitted,

(Signed) GRO. W. WILLIAMS,
Chairman Committee S. C. R. R. Co.
JAMES CONNER,
Chairman Committee S. W. R. R. Bank.

The income of the company this year has not been benefitted by any receipts from its steamship investments. We have not their reports of the year, but exposed even in a greater degree than the Railroads, to the causes which have affected the earnings of the latter, they would be fortunate to have sustained themselves and paid expenses.

The Greenville and Columbia Railroad, it is encouraging to know, will exhibit, for the business of the year, figures not materially below those of the last. The difference being not quite six per cent.

The whole number of bales of cotton received

from that road, make 125,585 and are in excess of last year 26,862.

This excess has more than made up the deficiency at Augusta and beyond.

In pursuance of their policy, already referred to, the board submitted to the stockholders of the Charlotte, Columbia and Augusta Railroad Company, proposals for a lease of their road, for a period of not less than ten years, on terms which they regarded quite fair, perhaps liberal. These proposals were invited by favorable approaches from some of the stockholders of that company, and are believed to be quite acceptable to nearly a majority. They have been referred to a committee instructed to confer with us, etc.

The accomplishment of this lease would be a matter of peculiar satisfaction to the board, and whilst the benefit to the South Carolina Railroad's business would undoubtedly be marked, the restoration to the city of the business formerly so profitably and agreeably transacted with that section of the State, but of late years so diverted by opposing interests, would be none the less felt.

Under the direction and through the agency of the president of the company, but not in direct connection with it, arrangements have been made to rebuild the Lurens Railroad, and put it in a condition for efficient service. Work on it has made considerable progress, and long before the commencement of the ensuing season, we shall, through the thirty one miles of this road, be again in connection with this important section of our State, so long debarred from the inestimable privileges of regular and speedy communication with main lines of transportation.

In contemplating the results of the year, and considering the causes which have produced them, whilst it would have been very grateful to the board to have made a larger show of earnings, they find no ground for an abatement of their confidence in the ability of the road to fully realize its average income, in the face of whatever opposition it may have to contend with; and a comparison of the results, we have shown, with those of other roads of neighboring States, for the same period, would amply sustain us.

Perhaps at no former period have the board, in the discharge of their trust, been called upon to consider circumstances so full of difficulty, or which have so constantly occasioned the most anxious thought. To determine the extent, force and duration of a commercial prostration, which had come upon the country like a blight, and accommodate the expenses of management to speculation upon a matter so uncertain as the influence to be experienced, and, at the same time, to meet a competition for our business, so conducted as fitly to describe it, would be offensive; which forced us not only to work at greatly reduced figures, but to maintain a readiness for service of the highest efficiency, and thus measurably affect our control of expenses; created a situation which could not fail to excite the utmost solicitude.

To meet it the board has sometimes been called upon to exert their utmost energies, but confident of its temporary character, and with an implicit faith in the power and resources of our great road, they have not, for a moment, doubted of success, nor abated their assurance of a future which, with patience and courage, would amply repay present sacrifices.

The company have 41 locomotives, 23 first class and 26 second class passenger, mail and baggage cars, 399 box, 14 stock and 117 platform, wood and coal cars. Miles run by locomotives with passenger trains, 181,119; with freight trains, 546,712; distributing, 67,170; switching, 62,269—total, 857,270, against 897,530 in 1873, a decrease of 40,260. The tonnage for the year has been: eastward, 151,673; westward, 118,605—total, 270,278, against 294,784 in 1873, a decrease of 24,506. The number of passengers carried in 1874 was: first class, 83,378; second class, 87,740—total, 171,118, against 188,607, in 1873, a decrease of 17,489.

CONDENSED BALANCE SHEET, December 31, 1873. 1874.

Roadway, track, depots, etc.	1873.	1874.
Lands	\$8,057,937 73	\$8,057,937 73
Cars	555,624 00	557,049 00
Locomotives	407,777 84	411,851 29
Accounting department for expenditures, (supply of materials)	478,757 99	468,664 99
Cash	52,820 77	54,618 73
Fourth National Bank, New York	57,891 21	38,430 21
National City Bank, New York	16,303 09	2,478 72
Accounting department for earnings, (agents' balances)	.....	18,347 85
Post office depart.	33,835 85	24,790 84
Bonds receivable	5,755 00	5,665 18
Bills receivable	17,295 16	17,295 16
Stocks	10,504 11	8,835 43
Purchase of stock in Macon and Augusta Railroad Co.	578,242 07	576,242 07
Purchase of stock in Greenville and Columbia R. R. Co.	250,802 25	250,802 25
Purchase of claim against Greenville and Columbia R. R. Co.	295,626 90	297,938 02
Investments in first mortgage bonds of Greenville and Columbia R. R. Co.	129,442 00	129,442 00
Investments in certificates of indebtedness of Greenville and Columbia R. R. Co.	91,596 56	96,644 51
Securities of Greenville and Columbia R. R. Co., purchased from N. Y. Commercial Warehouse Co.	37,200 00	37,200 00
Southwestern Railroad Bank	344,762 28	70,222 80
Southwestern Railroad Bank (in liquidation)	574,628 46	574,628 46
Greenville and Columbia R. R. Co.	27,399 92	46,401 59
Dent, Palmer & Co., London	.....	65,028 53
Transient debtors	4,253 75	7,334 33
	189,259 15	150,626 77
	\$12,217,215 60	\$11,968,476 41
Capital stock	\$5,819,275 00	\$5,819,275 00
Sterling bonds	1,486,383 36	1,488,777 80
Domestic bonds	3,182,312 11	3,025,812 11
Fare tickets	68,400 00	95,069 00
Receivables	13,822 25	1,561 25
Change notes	1,351 50	1,351 50
Bills payable	983,717 20	1,127,866 82
Bills payable special	344,775 00	70,000 00
Loan account	33,747 76	25,122 58
Arrears of dividends	4,903 00	3,840 50
Sterling coupons	13,946 69	9,057 81
Domestic coupons	50,175 00	40,709 72
Profit and loss	160,452 56	213,448 59
Transient creditors	54,004 17	47,084 28
	\$12,217,215 60	\$11,968,476 41

President.—W. J. MAGRATH.

Directors.—W. J. Gagrath, Geo. A. Trenholm, L. D. DeSaussure, John Hancok, Andrew Simonds, Geo. W. Williams, Henry Gourdin, Francis J. Pelzer, Daniel Tyler, W. A. Courtenay, James S. Gibbs, Richard Lathers, Samuel Sloan, Moses Taylor, J. P. Southern.

Gen'l Superintendent.—S. S. SOLOMONS.

Treasurer.—J. H. WILSON.

Auditor.—J. R. EMERY.

Mineral Resources of Virginia.

A correspondent of the Baltimore Sun, writing from Richmond, Va., under date August 16th, says:

The mineral resources of Virginia have again commanded attention from the fact of recent discoveries of copper, lead and silver. The Central Virginia copper mine, at Tolersville, Louisa County, forty miles from this city, has been shipping sulphuric ores (pyrites) containing 47.70 per cent. of sulphur, 50 per cent. of iron, and a small percentage of copper, mostly to the manufacturers of sulphuric acid, but they have now, at a depth of 300 feet, found copper ore in veins exceedingly rich in this mineral. Two miles from this mine the Walton gold mine is being worked by Mr. Gorham, the president of the Gorham Silver Plating Company. Within two miles of this a third mine is being developed by New York parties. This mine was recently discovered, and a sample of the ore submitted for examination to Dr. Rae, a mining engineer of New York of established reputation. His report was very favorable, he estimating it as containing \$1,000 of silver to the ton, and he accompanied it with a proposition to purchase or lease the mine. This offer to lease was accepted, and he now reports the result as highly satisfactory and as fully substantiating his opinion. He is working a force there with ultimate intentions, which I am not now at liberty to reveal, but which, if carried out, must largely increase the wealth and development of this section of country.

Railways of Gt. Britain.

The annual Blue Book containing the railway returns for the United Kingdom, up to the end of the past year, has just been presented to Parliament, and embraces as usual a mass of valuable and detailed information. The total length of line open for traffic at the end of 1874 in the United Kingdom was 16,449 miles, of which 8,749 were double or more, and 7,700 single. The increase of mileage open being but 367 upon that of 1873, and 635 upon the total mileage for 1872. Few new lines have therefore been opened during the past year.

With regard to the total amount of capital authorized, it has increased from £676,686,586 in 1873, to £704,338,299 in 1874, being an increase of over 27½ millions sterling. Of this increase £21,000,000 represents shares and stock, and £6,000,000 loans and debenture stock. Coming to the capital paid up during the year we find it totals £609,895,931 against £588,320,303 for 1873, the increase being made up of £11,815,871 debenture stock, £7,783,620 preference, £5,019,939 guaranteed, and £4,078,436 ordinary stock, whilst there is a decrease upon the year of £6,622,244 loans, leaving a net increase of paid up capital upon the year of about 21½ millions sterling. The amount of capital paid up per mile of line open is £37,078 in 1874 against £36,574 in 1873.

From that portion of the summary which deals with the traffic on all the railways we glean that 477,840,411 passengers were conveyed during the year exclusive of season ticket holders against 455,320,188 in 1873, being an increase of 22,520,223 passengers. The total amount received from passenger traffic on all the railways in the United Kingdom in 1874 amounted to £24,893,615, being in the proportion to total receipts of 42.01, against £23,853,892 in the preceding year, and equal to 41.31 of the total receipts. The total from goods traffic in 1874 amounted to £32,005,863, equal to 54.01 of the total receipts, against total receipts from goods in the preceding year of £31,821,529, or 55.11 of total receipts. The total amount received from traffic during the year was £56,899,498 being £3,459 per mile of line open, and equal to 5s. 8d. per train mile. The corresponding figures for the year 1873 were—total traffic receipts £55,675,421, being £3,462 per open mile, or 5s. 7½d. per train mile. Adding the miscellaneous receipts, there is a grand total of receipts for 1874 of £59,255,715, against £57,742,000 in 1873, being an increase of £1,513,715.

On the other side of the account we find that the total working expenditures upon our railways in 1874 amounted to £32,612,712, being in the proportion of 55 per cent. to the total receipts, leaving a net revenue of £26,643,003, equal to 4.37 per cent. of the total capital. The total working expenditure in 1873 was £30,752,848, being in the proportion of 53 per cent. to the total receipts, leaving a net revenue of £26,989,152, equal to 4.59 of the paid up capital. It thus appears that although there was a total increase in 1874 of £1,513,715 in receipts over that of the preceding year, this augmentation in revenue was more than counterbalanced by an increase in the working expenditure of £1,859,864, the result being a decrease of net revenue in the year 1874 of £346,149. Taking, however, into consideration the general circumstances of the country, the dullness of trade and stagnation in business, and more especially the difficulties with which railways had to contend from the prostration of the iron and coal trades during the past year, we are inclined to doubt if any of the other great industries in the kingdom can show so fair, satisfactory, and hopeful a balance sheet for their year's working as that exhibited by the statistics to which we have been referring.—*Herapath.*

Texas and Pacific Railroad.

The gross earnings of this road for the year ending May 31, 1875, were \$1,183,313 33, the expenses \$789,808 85, and the net earnings \$393,509 48. The receipts from all sources, including a balance on hand at the beginning of the year, were \$1,357,194 67, operating expenses \$789,808 85, balance to credit of income, \$567,390 82; from which must be deducted legal, office and other expenses and county taxes to the amount of \$62,401 76, leaving a surplus of \$504,989 06. The accounts of the company unpaid at the close of last year were \$470,568 93; unpaid at the close of this fiscal year, \$202,395 13, a decrease of \$268,173 80. The percentage of expenses to earnings was 66.70.

The new railway from New York to Philadelphia via Bound Brook will be opened by the 1st of March, 1876. At Bound Brook this road forms a junction with the Central Railroad of New Jersey. It also connects with the Northern Pennsylvania Railroad eighteen miles from Philadelphia. The grading of the road has been finished along the entire line, and nearly all the bridges have been completed. This road will be shorter by several miles than the Pennsylvania Railroad line.

The Delaware and Hudson Canal Company has placed upon its road, running from Ticonderoga and Lake George, what is termed an observation or twilight car. The sides are wholly removed as low as the window sills, leaving a clear, open space for viewing the scenery. Strong curtains are fixed above the opening, so that in case of a storm they can be lowered and fastened. Two seats run the entire length of the car, back to back.

The Huntingdon, Penn., News, says that an Industrial Company has been organized in that place, who design purchasing two farms adjacent to Aimesville, in Clearfield county, and building a railroad from what is known as the Morgan Run drift, to connect with the Pennsylvania Railroad. This coal property is said to be very valuable.

Anthracite coal in large quantities has been discovered in the Shenandoah Mountains of Virginia, 19 miles from Harrisonburg.

Commerce of New York.

The foreign imports at New York for the month of July, 1875, are officially stated as follows:

	1874.	1875.
Entered for consumption.....	\$14,771,441	\$12,029,470
Do. for warehousing.....	10,225,286	8,285,645
Free goods.....	7,653,244	5,990,042
Specie and bullion.....	557,758	813,981

Total entered at port.....	\$33,207,729	\$27,119,188
Withdrawn fr. wareh'ouse.....	8,434,063	8,365,912

The foreign imports at New York for seven months from January 1, were:

	1874.	1875.
Entered for consumption.....	\$104,993,610	\$91,824,852
Do. for warehousing.....	75,716,043	63,465,169
Free goods.....	68,002,636	56,226,549
Specie and bullion.....	3,068,408	3,354,958

Total entered at port.....	\$251,780,727	\$219,371,528
Withdrawn fr. wareh'ouse.....	65,497,724	57,026,868

The duties received at New York for seven months ending July 31, were:

	1874.	1875.
January.....	\$10,042,084 05	\$8,072,846 12
February.....	10,186,365 08	11,811,046 95
March.....	10,798,792 81	10,323,619 78
April.....	9,596,770 71	9,603,087 82
May.....	8,369,597 45	7,474,171 61
June.....	7,899,243 17	6,656,462 06
July.....	9,654,569 49	9,273,546 61

Total.....\$66,542,422 76 \$63,214,780 95

The exports from New York to foreign ports in the month of July, were:

	1874.	1875.
Domestic produce.....	\$25,948,400	\$23,681,774
Foreign free goods.....	130,591	140,754
Do. dutiable.....	875,387	623,941
Specie and bullion.....	3,503,728	5,968,301

Total exports.....	\$29,958,106	\$30,414,770
Do. exclusive of specie.....	26,454,378	24,446,469

The exports from New York to foreign ports for seven months from January 1, were:

	1874.	1875.
Domestic produce.....	\$164,114,175	\$140,870,688
Foreign free goods.....	1,276,843	1,441,011
Do. dutiable.....	4,494,969	3,652,338
Specie and bullion.....	33,122,394	56,323,639

Total exports.....	\$203,008,381	\$202,287,676
Do. exclusive of specie.....	169,885,987	145,964,037

An arrangement has been effected between the St. Paul and Pacific Railroad Company and a committee of the bondholders, by virtue of which all pending litigation is withdrawn for a year; and if the agreement is ratified by the principals in Holland, two uncompleted portions of the line will be pushed forward to completion—the connection from St. Paul with the Northern Pacific Railroad at Brainerd and with the Canadian Pacific Railroad now building from Fort Garry to Pembina.

The Receiver of the Toledo, Peoria and Warsaw Railroad reports the receipts from June 2 to August 2, 1875, (including \$50,647 on hand at commencement) at \$287,109 07, and the disbursement at \$220,706 93, leaving a balance on hand of \$66,402 44.

The interest maturing September 1, 1875, on the eight per cent convertible bonds of the Hannibal and St. Joseph Railroad Company will be paid at maturity at the Bank of North America, New York. The amount of this issue is \$3,798,000.

Portland and Ogdensburg Railroad.

The Portland and Ogdensburg Railroad Company was organized with a capital of \$2,000,000, of which \$111,000 have been paid in. The company has also been authorized to issue \$3,800,000 of bonds, of which \$800,000 have been reserved to build the 110 miles from Portland to the Connecticut river. These have all been issued, and the interest, \$24,000 gold, semi-annually, is promptly met each January and July. There are also \$167,000 in bonds out to contractors for work, the interest on which, \$5000 gold, semi-annually, is met each May and November. By a vote of the city of Portland, July 9th, 1874, the municipality took \$1,350,000 of these bonds in exchange for city securities, and it is upon this advance the company now propose to push through the work. Already 90 miles to Fabyan are in excellent working order, while thence 20 miles to Dalton, on the Connecticut river, a temporary arrangement has been made with the Boston, Concord and Montreal, to use its track for most of this distance. The 3 mile connections for the Vermont division, now running 70 miles to Hyde Park, is now grading, and with the 20 miles running in Canada, only 80 miles remain to be finished. This will all be done before another season, and the 270 miles through to Montreal be secured. The difficulties and expense of getting through the Crawford Notch in the White Mountains have been very much less than was anticipated, the road bed being 300 feet above the highway. The freighting business steadily increases, and docks and warehouses are being prepared in Portland for its better accommodation.

Railroads in Utah.

A writer in the Galaxy says that the Utah Western Railroad is now under way, and by the next season will have been finished forty five miles to Stockton Lake, the nearest approach to the rich mining districts of Ophir and Dry Canons. The Utah Central, thirty eight miles in length, unites the Union and the Central Pacific with Salt Lake; the Utah Southern extends seventy seven miles further to the south, and will soon reach the southern confines of the territory. Utah will in a short time have a possibly complete system of railroads, connecting with the Pacific roads.

The Governor of Michigan has certified to the completion in a substantial and satisfactory manner of the last section of the Flint and Pere Marquette Railroad, from a point in Osceola county to Ludington, 56.41 miles, enabling the company to secure the grants of land made by Congress and the Legislature to aid in the construction of the road.

The Kansas Central and Black Hills Narrow Gauge Railroad Company, with a capital of \$100,000, has been organized in Omaha. The road will be built at once from that city through the agricultural country south of the Platte River, and will be pushed toward the Black Hills as soon as the development of that region warrants it.

The directors of the Coburg and Peterboro Railway and Iron Company, recently elected, are: W. I. Stanton, J. Harshman, J. H. Shoenberger, G. K. Shoenberger, E. S. Winans, P. McCallum, Jr., John Sutherland, Isaac W. Butts, W. P. Chambliss.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna.....100	13,280,000	J. & J.	July '75 24	Long Island.....50	5,000,000	M. & S.	May '73 10	Vermont and Mass.....100	2,860,000	A. & O.	Apr. '75 2
Allegheny Valley.....50	2,268,850	J. & J.	July '74 4	Louisv., Cin. and Lex.....50	1,622,488	J. & J.	July '69 3	Warren (N. J.).....100	1,800,000	J. & D.	Dec. '74 3
Atlanta and West Point.....100	1,232,200	J. & J.	July '74 4	" " pref.....100	548,700	J. & J.	Jan. '74 4	Warwick Valley.....100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf.....100	8,098,200	M. & N.	Nov. '73 24	Louisville and Nashville.....100	8,890,600	F. & A.	Feb. '74 4	Westchester & Phil. pref.....100	821,300	J. & J.	Feb. '74 4
" " guar.....100	754,476	M. & N.	Nov. '73 24	Louisv., N. Alb. & Ohi.....100	5,000,000	J. & D.	Dec. '70 3	West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Atlantic and St. Law.....100	89,494,900	M. & S.	Mar. '75 3	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '75 3	Winchester & Potomac.....100	180,000	J. & J.	July '75 3
" " new 1870-100	1,600,000	M. & S.	Mar. '75 3	Lykens Valley.....20	600,000	F. & A.	Aug. '72 24	Winchester & Strasburg.....100	600,000	J. & J.	July '75 3
Avon, Genesee & Mt. M.....100	228,000	A. & O.	Jan. '75 1	Macon and Western.....100	2,600,000	J. & J.	July '75 3	Worcester and Nashua.....75	1,789,800	J. & J.	July '75 3
Baltimore and Ohio.....100	13,161,922	M. & N.	May '75 5	Macon Central.....100	5,400,600	M. & N.	May '75 5				
Washington Br.....100	1,550,000	A. & O.	Apr. '75 5	Manchester and Law.....100	1,000,000	M. & N.	May '75 5				
Parkersburg Br. pref.....50	5,880,888	quarterly	July '75 13	Maricopa & Cincinnati.....50	1,408,012	M. & S.	Sep. '66 3				
Berkshire.....100	900,000	J. & D.	May '72 24	" " 1st pref.....50	5,130,719	M. & S.	Sep. '66 3	Albany City.....100	110,300	—	July '75 4
Blossburg & Corning.....50	350,000	M. & N.	May '75 5	" " 2d pref.....50	5,460,868	M. & S.	Sep. '66 3	Baltimore City.....25	807,000	—	July '75 4
Boston and Albany.....100	12,884,100	M. & N.	July '75 5	Massachusetts.....25	400,000	F. & A.	Feb. '75 5	Bleeker St. & Fy. (N.Y.).....100	900,000	—	July '75 4
Bos., Cin. & Fitch.....100	633,200	J. & D.	June '75 5	Memphis & Charleston.....25	5,512,725	J. & D.	Jan. '75 5	Boston and Chelsea.....100	110,000	A. & O.	Apr. '75 4
Agricultural Br. guar.....100	90,000	M. & N.	May '75 5	Michigan Central.....100	18,738,204	J. & J.	Jan. '75 5	Broadway (Brooklyn).....100	200,000	J. & J.	Jan. '75 5
Bos., Concord & Mont.....100	800,000	J. & J.	July '75 5	Mill Creek & Minehill.....50	15,325,371	J. & J.	Jan. '75 5	Broadway & 7th Av. (N.Y.).....100	2,100,000	J. & D.	Jan. '75 5
Boston and Lowell.....500	3,200,000	M. & N.	May '75 5	Milwaukee and St. Paul.....100	10,274,483	J. & J.	Dec. '70 7	Brooklyn City & Newt.....100	1,600,000	F. & A.	Aug. '75 3
Boston and Maine.....100	6,921,274	M. & N.	May '75 5	" " pref.....100	3,565,450	J. & J.	Aug. '74 24	Brooklyn City & Newt.....100	485,100	J. & J.	July '70
Boston and Providence.....100	4,000,000	M. & S.	Aug. '74 24	M. Hill & Schuyler Hav.....50	3,856,450	J. & J.	July '75 3	Brooklyn and Jamaica.....100	485,100	J. & J.	July '70
Buffalo, N. Y. and Erie.....100	980,000	F. & A.	Aug. '74 24	Morris and Essex.....50	14,005,100	J. & J.	July '75 3	Bushwick (Brooklyn).....100	302,000	J. & J.	Apr. '71 34
Burlington and Mo. Riv.....100	5,284,263	M. & S.	Sep. '75 5	Nashua and Lowell.....100	800,000	M. & N.	May '75 0	Cambridge.....100	800,600	A. & O.	Apr. '71 34
" " pref.....100	1,486,900	M. & S.	Sep. '75 5	Naugatuck.....100	1,882,900	F. & A.	Feb. '75 5	Can. Park N. & E. Riv.....100	1,068,400	A. & O.	Oct. '67 24
Camden and Amboy.....100	5,847,800	quarterly	July '75 24	Nesquehoning Valley.....100	1,000,000	M. & S.	Sep. '75 5	Citizens' (Phg.).....50	200,000	M. & N.	Nov. '71 7
Camden and Atlantic.....50	877,400	—	May '75 3	Newark and N. York.....100	977,400	J. & J.	Jan. '75 8	Coney Island & Brookl.....100	500,000	—	—
" " pref.....50	838,499	J. & J.	May '75 3	N. Bedford.....100	1,678,500	M. & N.	May '75 4	D. Dock E. B'dw. & Bat.....100	1,200,000	F. & A.	Aug. '75 2
Cape Cod.....100	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val.....50	1,500,000	quarterly	July '75 24	Eighth Avenue (N.Y.).....100	1,000,000	J. & J.	Jan. '75 6
Cape May and Millville.....50	447,000	J. & D.	June '75 5	N. Haven & Northamp.....100	600,000	quarterly	Sep. '72 3	Elizabeth and Newark.....100	200,000	—	—
Catawba & Fogelsv.....100	428,900	Nov.	Nov. '71 6	New Jersey.....100	7,295,200	quarterly	July '75 24	42nd St. & G. St. Ferry.....100	745,000	M. & N.	May '75 5
Catawba.....50	1,159,600	M. & N.	May '75 24	New London Northern.....100	1,418,800	quarterly	July '75 2	Frank & Southw. (Ph.).....50	491,750	J. & J.	Jan. '75 5
Cayuga and Susquehanna.....50	589,110	J. & J.	July '75 4	N. Y. Cen. & Hudson R.....100	5,600,000	J. & J.	July '75 4	Germantown (Ph.).....100	1,000,000	J. & J.	July '75 3
Cedar Rapids & Mo. R.....100	6,886,400	F. & A.	Aug. '75 1	New York and Harlem.....100	1,500,000	J. & J.	July '75 4	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
" " pref.....100	769,600	F. & A.	Aug. '75 1	N. Y., N. H. & Harf.....100	15,500,000	J. & J.	Jan. '75 5	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Central of Georgia.....100	4,666,800	J. & J.	July '75 5	N. Y. Prov. & Boston.....100	2,500,000	quarterly	July '75 24	Green & Cones St. (Ph.).....50	500,000	J. & J.	Jan. '75 4
Central of New Jersey.....100	29,000,000	quarterly	July '75 24	Nig. Bridge & Canand.....100	1,900,000	J. & J.	Jan. '75 5	Heston, Mantau & Fairm.....50	2,080,000	J. & J.	Jan. '75 14
Central Ohio.....50	2,425,000	J. & D.	June '75 5	North Carolina.....100	4,000,000	Irregular	Jan. '75 3	Highland.....100	200,000	M. & N.	Oct. '71 6
" " pref.....50	400,000	J. & D.	June '75 5	N. Eastern (N. C.) pref.....100	111,000	M. & N.	May '67 4	Lomb. & South Sta. (Ph.).....25	105,000	A. & O.	May '71 6
Central Pacific.....100	54,275,600	quarterly	July '75 11	North Pennsylvania.....50	3,890,500	F. & A.	Aug. '75 3	Lynn and Boston.....100	200,000	—	—
Chemung.....100	580,000	quarterly	July '75 11	Northern Central.....50	5,842,450	M. & N.	July '74 34	Malden and Melrose.....100	200,000	J. & J.	July '75 4
Cheshire, preferred.....100	2,100,000	J. & J.	July '75 2	Northern N. Hampsh.....100	3,068,400	J. & D.	June '75 34	Middlesex (Boston).....50	400,000	M. & N.	May '75 3
Chicago and Alton.....100	8,929,900	M. & S.	Sep. '75 4	Northern New Jersey.....100	1,000,000	J. & J.	July '74 4	Ninth Avenue (N. Y.).....100	797,320	—	—
" " pref.....100	2,425,410	M. & S.	Sep. '75 4	Norwich & Worcester.....100	2,804,400	J. & J.	July '75 5	Orange and Newark.....100	282,550	—	—
Chicago, Burl. & Quincy.....100	19,598,510	M. & S.	Sep. '75 5	Ogdensb. & L. Champ.....100	2,077,000	J. & J.	Apr. '75 3	Philadelphia City.....50	760,000	J. & J.	July '75 2
Chicago, Iowa & Nobles.....100	3,915,200	J. & J.	July '75 1	" " pref.....100	2,000,000	A. & O.	Apr. '75 4	Philadelphia and Darby.....20	200,000	J. & J.	July '71 2
Chicago & N. Western.....100	14,999,000	J. & D.	Dec. '72 24	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '75 24	Phila. and Grey's Ferry.....50	284,775	J. & J.	July '75 2
" " pref.....100	21,484,115	J. & J.	July '75 34	" " pref.....100	4,030,000	J. & D.	Mar. '75 24	Pbg. Alleg. & Manchester.....50	200,000	M. & N.	Nov. '69 8
Chicago, R. I. & Pacific.....100	25,000,000	A. & O.	Apr. '75 4	Old Cr. & Allegheny R.....50	4,289,450	quarterly	Jan. '74 3	Second Avenue (N.Y.).....100	888,100	J. & J.	July '75 2
Cin., Ham. & Dayton.....100	3,600,000	A. & O.	Apr. '75 4	Old Colony & Newport.....100	6,598,100	J. & J.	July '75 34	Second & Third St. (Ph.).....100	982,100	J. & J.	July '75 5
Cin., Sand. and Cleve.....50	2,980,500	—	Apr. '72 10	Oswego and Syracuse.....100	482,400	F. & A.	Aug. '75 4	17th & 19th streets (Ph.).....50	500,000	J. & J.	July '74 2
" " pref.....50	429,037	M. & N.	May '75 3	Pacific of Missouri.....100	3,655,750	quarterly	July '75 14	Sixth Avenue (N. Y.).....100	760,000	M. & N.	Nov. '74 5
Clev., Col. Cin. & Ind.....100	14,991,275	F. & A.	Feb. '75 34	Panama.....100	7,000,000	quarterly	July '75 3	Third Avenue (N. Y.).....100	1,170,000	F. & A.	Aug. '75 2
Cleveland & Mahoning.....50	2,057,569	M. & N.	May '74 34	Peterson and Hudson.....100	652,000	J. & J.	July '75 4	13th & 16th street (Ph.).....50	1,000,000	J. & J.	July '75 2
Cleveland & Pittsburg.....100	11,236,150	F. & A.	Aug. '75 11	Peterson and Newark.....100	250,000	J. & J.	July '75 4	23d street (N. Y.).....100	600,000	J. & J.	Jan. '75 4
Col., Ohi. & Ind. Cen.....100	13,000,000	M. & N.	May '75 3	Peterson and Ramapo.....100	245,000	J. & J.	July '75 34	Somerville (Boston).....100	98,000	M. & N.	May '75 8
Columbus and Xenia.....50	1,786,800	M. & S.	June '75 2	Pember & Hightstown.....50	342,150	J. & J.	Jan. '75 3	South Boston.....50	450,000	quarterly	July '75 24
Colum. & Hocking Val.....100	2,500,000	F. & A.	Aug. '75 4	Pennsylvania.....50	68,144,475	quarterly	Aug. '75 2	Union (Boston).....100	358,800	J. & J.	July '75 5
Concord.....100	1,600,000	M. & N.	May '75 5	Peoria & Bureau Val.....100	1,200,000	F. & A.	Aug. '75 4	Union (Phila.).....50	400,000	J. & J.	July '75 8
Concord and Ports.....100	550,000	J. & J.	July '75 24	Philadelphia and Erie.....50	6,004,300	J. & J.	Aug. '75 4	West Philadelphia.....50	400,000	J. & J.	July '75 10
Conn. & Passump Riv.....100	2,100,000	F. & A.	Feb. '75 3	" " pref.....50	2,400,000	J. & J.	July '74 4				
Connecticut River.....100	2,100,000	J. & J.	July '75 4	Phil. Ger. & Norristown.....50	1,628,250	M. & S.	June '75 3				
Cumberland Valley.....50	1,292,950	A. & O.	Apr. '75 5	Philadelphia & Reading.....50	32,684,375	quarterly	July '75 24				
" " 1st pref.....50	241,900	A. & O.	Apr. '75 5	" " pref.....50	1,551,800	quarterly	July '75 24	Chesapeake and Delaware.....50	1,983,563	J. & D.	June '75 2
" " 2d pref.....50	243,000	A. & O.	Apr. '75 5	Phila. and Trenton.....100	1,259,100	quarterly	July '75 24	Chesapeake and Ohio.....25	8,229,594	—	—
Danbury and Newrals.....50	600,000	—	Apr. '75 11	Phila. Wil. & Balt.....100	11,524,250	J. & J.	July '75 4	Delaware Division.....50	1,833,350	F. & A.	Aug. '75 4
Delaware.....50	1,250,941	J. & J.	July '75 3	Pittsb., Ft. W. & Ohi.....100	19,714,235	quarterly	July '75 12	Delaware and Hudson.....100	20,000,000	F. & A.	Aug. '75 5
Del., Lackaw. & Westn.....50	23,500,000	quarterly	July '75 24	" " Special Imp.....100	2,000,000	quarterly	July '75 12	Delaware and Haritan.....100	5,847,400	quarterly	July '75 24
Detroit & Milwaukee.....50	2,822,140	—	—	Pittsfield & N. Adams.....100	460,000	J. & J.	July '75 3	Erie of Pennsylvania.....100	64,000	—	—
" " pref.....50	2,095,000	J. & D.	Dec. '69 7	Portland and Keenebec.....100	618,700	J. & J.	Jan. '75 3	Lehigh Coal & Navigat.....50	9,949,900	J. & D.	Sep. '75 2
Dubuque & Sioux City.....100	5,000,000	A. & O.	Apr. '75 24	Yarmouth certificates.....100	202,400	A. & O.	Apr. '75 3	Monongahela Navigat.....50	1,003,500	J. & J.	Jan. '75 3
East Pennsylvania.....50	1,309,200	J. & J.	July '75 3	Portl., Baco & Portam.....100	1,600,000	J. & J.	Apr. '75 5	Morris (consolidated).....100	1,025,000	F. & A.	Feb. '75 2
East Mahoning.....50	392,950	J. & J.	July '75 24	Providence & Worcester.....100	2,000,000	J. & J.	July '75 5	" (preferred).....100	1,175,000	F. & A.	Feb. '75 5
Eastern (Mass.).....100	4,262,600	J. & J.	July '75 3	Raleigh and Gaston.....100	1,500,000	J. & J.	July '75 6	Pennsylvania.....50	4,337,950	—	—
Eastern (N. H.).....100	492,500	J. & J.	July '75 3	Rensselaer & Saratoga.....100	6,000,000	J. & J.	July '75 4	Schuyler Nav. (common).....50	1,908,207	F. & A.	July '75 30
Kimira, Jef. & Canand.....50	800,000	F. & A.	Aug. '74 24	Roch. & Genesee Val.....110	555,200	—	July '75 5	" (pref.).....50	2,838,977	F. & A.	July '75 60
Kimira & Williamsport.....50	800,000	M. & N.	May '75 24	Rome, Watert. & Ogd.....100	2,998,900	J. & J.	July '75 5	Susq. and Tide Water.....50	2,002,748	—	—
" " pref.....50	500,000	J. & J.	July '75 24	Rutland.....100	247,700	J. & J.	July '75 5	Union.....50	2,907,850	—	—
Erie Railway.....100	78,000,000	—	—	" " pref.....100	4,168,700	F. & A.	Feb. '75 34	W. Branch and Susquehanna.....50	1,100,000	J. & J.	Jan. '65 -
" " pref.....100	8,586,910	—	—	St. Croix and Penobscot.....100	100,000	J. & J.	July '71 2				
Erie and Pittsburg.....50	1,090,250	M. & S.	June '75 1	St. L., Alt. & T. Haute.....100	2,300,000	—	—				
Fitchburg.....100	4,000,000	J. & J.	July '75 4	" " pref.....100	2,040,000	—	—				
Georgia.....100	4,156,000	J. & J.	Apr. '74 4	St. Louis and Iron Mt.....100	10,000,000	F. & A.	Feb. '74 3				
Great Western, (Ca.).....100	19,237,404	A. & O.	Apr. '74 1	St. L., Kan. C. & North.....100	12,000,000	—	—				
Hannibal & St. Joseph.....100	4,151,700	F. & A.	Aug. '70 34	" " pref.....100	12,000,000	—	—				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900		
Central Pacific:													
1873.....	592,223	571,836	875,763	949,568	1,380,932	1,138,373	1,272,510	1,271,628	1,254,669	1,285,567	1,293,957	1,037,992	12,734,729
1874.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,209	1,214,551	1,251,622	1,392,125	1,375,470	1,238,751	1,116,366	13,872,632
1875.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,386,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1876.....	890,000	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000						
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,897	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,558	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,583	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,328
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645	
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596								
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,733	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,673	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	355,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,753	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,465,550	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,016,005
1875.....	1,164,975	1,101,631	1,074,743										
Illinois Central:													
1871.....	624,744	529,617	563,598	620,228	713,162	718,732	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	458,158	586,188	586,716	584,764	599,928	702,784						
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,096	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247						
Lake Shore & Mich. South'n:													
1870.....	899,299	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,235,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,767	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Marietta & Cincinnati:													
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,500	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,675
Michigan Central:													
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	423,475	372,988	513,564	480,280	455,209								
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500				
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	333,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	263,298	243,077	304,527	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	296,013	
1875.....	249,250	243,624	310,903										
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639		
St. Louis, I. Mt. & South'n:													

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities, Aug. 1, 1875.											
Loan of June 14, 1868.....registered	\$260,000	5	Jan. & July.	1874	120		Massachusetts—(\$29,465,204):	650,000	5	Jan. & July.	1894
Loan of February 8, 1861.....registered	13,794,000	6	Jan. & July.	1880	120		.. Lunatic Hospital Loan, 1874.....	400,000	5	Jan. & July.	1894
.. coupon	4,621,000	6	"	1880	121		.. Harbor Land Improvement bonds, 1874.....	220,000	5	May & Nov.	1880
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	120		.. Back Bay Land bonds, 1861 and 1862.....	1,850,000	6	Jan. & July.	'77-'78
Loan of July 17, and Aug. 5, 1861.....registered	125,889,550	6	Jan. & July.	1881	120		.. Union Defense Loan, 1861.....	600,000	6	"	'77-'78
.. coupon	63,481,800	6	"	1881	121		.. Union Defense Loan, 1862.....	888,000	6	"	1883
Loan of Feb. 25, 1862 (5-20s).....registered	66,650	6	May & Nov.	1882	116		.. Coast Defense Loan, 1863.....	8,380,244	6	"	1894
.. coupon	49,823,550	6	"	1882	114		.. Bounty Fund Loan, 1863 and 1864.....	999,944	6	"	1899
Loan of March 3, 1863.....registered	53,682,300	6	Jan. & July.	1881	120		.. War Fund Loan, 1869.....	10,971,992	6	Various.	'88-'94
.. coupon	21,817,700	6	"	1881	121		.. Troy & Greenfield R.R. & Tunnel Loan.....	3,599,020	6	Jan. & July.	1900
Loan of March 3, 1864 (5-20s).....registered	940,600	6	May & Nov.	1884	115		.. B. H. & Erie R. R. Loan.....				
.. coupon	25,358,800	6	"	1884	116		Michigan—(\$1,664,000):				
Loan of June 30, 1864 (5-20s).....registered	32,689,400	6	"	1884	116		.. Renewal Loan bonds, 1858.....	105,000	6	"	1878
.. coupon	33,792,000	6	May & Nov.	1885	118		.. Two Million Loan bonds, 1863.....	1,032,000	6	"	'78-'83
.. coupon	118,742,350	6	"	1885	118		.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890
.. 2d series (5-20s).....registered	59,269,400	6	Jan. & July.	1885	118		Minnesota—(\$2,756,000):				
.. coupon	144,398,700	6	"	1885	118		.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	'77-'79
.. 3d series (5-20s).....registered	88,698,150	6	Jan. & July.	1887	120		.. State Buildings Loan, 1873, coupon.....	230,000	7	"	'83-'03
.. coupon	221,926,600	6	"	1887	120		.. Railroad Aid bonds, 1858, (repudiated).....	2,275,000	7	"	1897
.. 4th series (5-20s).....registered	14,421,500	6	Jan. & July.	1888	120		Missouri—(\$17,839,000):				
.. coupon	23,052,500	6	"	1888	121		.. State Debt Proper, 1865 and 1868.....	439,000	6	"	'81-'91
Loan of March 3, 1864, (10-40s).....registered	141,614,850	5	Mar. & Sept.	1904	114		.. Consolidation bonds, 1868.....	2,727,000	6	"	1888
.. coupon	52,951,650	5	"	1904	118		.. Funding Bonds, 1874.....	1,100,000	6	"	'94-'96
Consols of July 14, '70 & Jan. 20, '71 registered	205,741,550	5	F. M. A. & N.	1881	116		.. Railroad Aid bonds, 1863-'66.....	15,808,000	6	"	'79-'87
.. coupon	213,464,900	5	"	1881	116		.. State Institution bonds, 1872 to 1874.....	605,000	6	"	'92-'94
Debt matured and without interest.....(var.)	10,678,276	3	Due.				Nevada—(\$160,000):				
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	Irrad.				.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881
Certificates of Indebtedness 1870.....(cur.)	678,000	4	"	1875			New Hampshire—(\$3,724,100):				
Pacific R. R. Bonds (registered).....(currency)	64,823,512	5	Jan. & July.	'96-'99	123		.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	'75-'79
United States Notes.....	374,824,985	5	"	"	"		.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89
Fractional Currency.....	41,146,393	5	"	"	"		.. State bonds, 1873.....	500,000	6	Jan. & July.	'79-'80
State Securities, latest dates.											
Alabama—(\$21,670,810):											
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'89-'92	35		.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	"	'92-'05
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	8	Jan. & July.	'86-'93	35		New Jersey—(\$2,496,300):				
.. Bonds (new), 1874.....	341,000	8	"	"	'90-'91		.. War Loan (tax free) bonds, 1861.....	1,000,900	6	"	'76-'84
.. R. R. Loans (\$2,300,000) & endorsements.....	15,051,000	6	Jan. & July.	1899	35		.. War Loan (tax free) bonds, 1863.....	900,900	6	"	'86-'96
.. Bonds (Funding), 1869 and 1870.....	3,050,000	7	Jan. & July.	1900			.. War Loan bonds, 1864.....	593,400	6	"	'97-'02
.. Levee bonds (warrants), 1871.....	1,460,000	7	"	"	1890		New York—(\$29,776,787):				
.. Deficiency Bonds, 1872.....	300,000	7	"	"	1892		.. Bounty Loan bonds, coupon.....	1,057,000	7	"	1877
.. Bonds (for \$2,500,000), 1875.....	5,800,000	7	"	"	1895		.. Bounty Loan bonds, registered.....	14,855,000	7	"	1877
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	15		.. State (Deficiency) Stock, '88, part at will.....	1,809,007	5	J. A. J. & O.	1875
California—(\$3,396,500):							.. State (Deficiency) Stock, 1838.....	889,781	6	"	1878
.. Civil (S. F.) bonds, 1867 and 1869.....	258,000	7	Jan. & July.	'77-'80	114		.. Canal Stock (old).....	473,000	6	June & Dec.	1875
.. Relief Fund bonds, 1863.....	95,500	7	"	"	1885		.. Canal Stock (old).....	880,000	6	"	1877
.. State Capitol bonds, 1870 to 1872.....	500,000	6	"	"	1893		.. Canal Stock, 1872.....	1,682,900	6	Jan. & July.	1887
.. Funding bonds, 1873.....	2,801,000	6	"	"	1893		.. Canal Stock, 1873.....	847,500	6	"	1883
Connecticut—(\$5,014,000):							.. Canal Stock, 1874.....	4,302,600	6	"	1891
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	104		.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	"	"	'83-'84		North Carolina—(\$28,419,045):				
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894			.. Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.	'75-'98
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	"	"	1885		.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	'75-'98
Delaware—(\$1,331,000):							.. Railroad and Improvement (new) bonds.....	2,383,000	6	Jan. & July.	'75-'98
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885			.. Railroad and Improvement (new) bonds.....	1,095,000	6	April & Oct.	'75-'8
District of Columbia—(\$12,790,000):							.. Funding (new) bonds, 1868.....	2,417,400	6	Jan. & July.	1900
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892			.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898
.. Improvement (cur.) bonds, 1873.....	790,000	6	"	"	1893		.. Special Tax bonds.....	11,407,000	6	"	'98-'99
.. Funding bonds, 1874, (guar. by U. S.).....	8,000,000	3.5	Feb. & Aug.	1924	65		Ohio—(\$7,988,205):				
Florida—(\$5,431,767):							.. Loan (sinking fund), 1850.....	1,493,200	6	Jan. & July.	1875
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891			.. Loan (sinking fund), 1860.....	4,072,640	6	"	1881
.. Consolidated (gold) bonds of 1873.....	609,200	7	"	"	1903		.. Loan (sinking fund), 1866.....	2,400,000	6	"	1886
.. Loan (J. P. & Mob. R. R.) gold bonds, 1870.....	4,000,000	8	"	"	1890		Oregon—(\$246,027):				
Georgia—(\$19,822,900):							.. Bounty and Relief bonds.....	44,027	7	"	'75-'84
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	'78-'86	91		.. Willamette Canal and Lock bonds, 1870.....	200,000	7	"	1890
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886			Pennsylvania—(\$24,668,636):				
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	100		.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	100		.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882
.. Bonds (funding), 1873.....	1,200,000	8	"	"	'76-'86		.. Loans, May '52 & Apr. '52, reg. & coup.....	3,540,500	5	Feb. & Aug.	'77-'78
.. Bonds to Brunswick & Albany R. R., '70.....	1,500,000	7	June & Dec.	1890			.. Stock Loan of Feb. 2, 1887, 2d series.....	7,890,550	6	"	1877
.. Railroad aid bonds (endorsed), 1870 & '71.....	7,545,900	var	Various.	'90-'91	96		.. Stock Loan of Feb. 2, 1887, 3d s. rics.....	9,271,850	6	"	1882
Illinois—(\$1,689,045):							.. Stock Loan of Feb. 2, '67, lat. 2d & 3d ser.....	434,850	5	"	'72-'82
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878			.. Agricultural College Land Scrip, 1872.....	600,000	6	April & Oct.	1876
.. Refunded Stock bonds, 1859.....	320,000	6	"	"	var.	101	Rhode Island—(\$2,638,000):				
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881			.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882
Indiana—(\$910,000):							.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	'98-'94
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876			South Carolina—(\$14,537,295):				
Iowa—(\$543,000):							.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	'77-'80
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881			.. State House bonds, 1853 and 1854.....cur.	287,000	6	"	'71-'80
Kansas—(\$1,336,175):							.. Blue Ridge R. R. bonds, 1864.....	867,000	6	"	'75-'79
.. Funding &c. bonds 1863 to 1864.....	101,175	7	Jan. & July.	'83-'84			.. Funding Stock and bonds, 1866.....	884,113	6	"	'87-'97
.. Bonds (various) 1866 to 1869.....	889,000	7	"	"	'76-'99		.. Funding and Conversion bonds, 1868-'69.....	3,764,550	6	J. A. J. & O.	'82-'89
.. Military loan bonds, 1864 to 1869.....	346,000	7	"	"	'84-'99		.. Land Commission bonds, 1869 and 1870.....	261,000	6	Jan. & July.	1889
Louisiana—(\$21,099,100):							.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1908
.. Treasury Relief bonds, 1863.....	735,000	8	Jan. & July.	1893	35		.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888
.. Levee bonds, 1866.....	1,000,000	8	Various.	1886	25		.. Consolidated bonds, 1873, reg. and coup.....	1,391,084	var	Various.	1893
.. Levee bonds, 1867.....	3,992,000	8	May & Nov.	1907	33		.. Railroad bond endorsements.....	4,707,608	var		var.
.. Levee bonds, 1870.....	2,966,000	8	Mar. & Sept.	1875	33		Tennessee—(\$47,185,617):				
.. Funding (coupon) bonds, 1868.....	722,100	6	Jan. & July.	'84-'88			.. State Bonds (direct).....	2,641,000	6	April & Oct.	30 yrs
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	33		.. Railroad, &c., Loan bonds.....	28,530,000	6	Jan. & July.	30 yrs
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1899	33		.. Funding bonds, 1866 and 1868.....	7,141,000	6	"	'97-'99
.. Miss. & Mex. Gulf Ship Canal bonds, '69.....	389,000	7.8	"	"	1899		.. Funding bonds, 1873, coupon and reg.....	6,222,000	6	"	1914
.. Railroad Aid (various) bonds.....	2,335,000	6	Various.	'72-'06			Texas—(\$4,822,073):				
.. Railroad Loan (var.) bonds, 1869 to 1871.....	4,750,000	8	Various.	'90-'11	12		.. Frontier Defense (gold) bonds, 1870.....	584,000	7	Mar. & Sept.	1910
.. Consolidated Funding bonds, 1874.....	961,854	7	Jan. & July.	1914	35		.. Funding Bonds, 1866 to 1871.....	200,000	6	Jan. & July.	'77-'82
Maryland—(\$11,098,019):							.. Funding bonds, 1873 and 1874.....	96,000	10	Mar. & Sept.	'83-'84
.. Bonds to R. R. and Canals.....	5,604,129	5	J. A. J. & O.	1890	80		.. Revenue Deficiency (gold) bonds, 1871.....	257,000	10	Jan. & July.	1892
.. Bonds to R. R. and Canals.....	889,836	6	"	"	1890	100	.. Floating Debt Redem. bonds, 1874.....	1,000,000	7	"	1904
.. Defense and Bounty bonds 1864 to 1868.....	8,533,583	6	Jan. & July.	'85-'89			.. Pension bonds, 1874.....	899,359	10	"	1894
.. State Loan bonds, 1870 and 1874.....	998,471	6	"	"	'85-'89		Vermont—(\$312,500):				
Maine—(\$7,089,406):							.. War Loan bonds, 1862.....	312,000	6	June & Dec.	'75-'90
.. Civil (var.) bonds, 1857 to 1861.....	171,000	6	Various.	'75-'78	104		Virginia—(\$50,556,403):				
.. War and Bounty bonds, 1863 and 1864.....	3,832,500	6	Various.	'80-'89							

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

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Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.							When.	Where.		
Adirondack:	\$							Blue Ridge (S. Car.):	\$					
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....		1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:								Boston and Albany:						
1st Mortgage, guar. by Ala.....	6,200,000	8*	Jan. & July.	New York.	1889	....		Albany loans (Alb. & W. Stkbg.)..	103,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8	" "	" "	1889	....		Dollar Bonds (Western R. R.)..	600,000	6	April & Oct.	"	1875	96 1/2
Receiver's Bonds.....	1,200,000	7	" "	" "	....	....		Current bonds of Feb. 1, 1872.	4,790,000	7	Feb. and Aug.	"	1871-72	111 1/2
Alabama and Georgia:								Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....		1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	86
Alabama Central:								1st Mortgage (Equalization).....	248,000	7	" "	"	1889	92 1/2
1st Mortgage.....	1,900,000	8	Jan. & July.	New York.	1901	....		1st Mortgage (Consolidation)....	252,000	7	" "	"	1890	92 1/2
Albany and Susquehanna:								Equipment Mortgage.....	360,000	8	Apr. and Oct.	"	1881	94
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	110 1/2		Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	107		Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92 1/2
3d Mortgage.....	434,000	7	May & Nov.	" "	1881	100		Consol. Mortgage for \$2,000,000.	750,500	7	Apr. and Oct.	Boston.	1893	103 1/2
Albany Loan.....	933,000	6	" "	" "	1895	....		842,400	6	" "	"	1893	....
Alexandria and Fredericksburg:								Boston, Hartford and Erie:						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....		1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Allegheny Valley:								1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	24 1/2
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	91		1st Mortgage, guar. by Erie.....	5,000,000	7	" "	"	1900	35
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....	....		Mass. L. (see'd by \$4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
1st M. E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	88		Boston and Lowell:						
Funding Income Bonds (guar.)	5,000,000	7*	" "	" "	1894	51 1/2		Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
American Central:								Bonds of 1872 for \$1,000,000....	999,500	7	" "	"	1892	105 1/2
1st Mort., guar. by C. B. & Q.	645,000	8	Jan. & July.	New York.	1878	104		Boston and Maine:						
Androscoogin:								Bonds of 1893 (coup. and reg.)..	3,500,000	7	Jan. and July.	Boston.	1894	110
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....		Boston and Providence:						
Arkansas Central (narrow gauge):								Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....		Brunswick and Albany:						
Ashtabula, Youngstown & Pitts:								1st Mort. (gold) end. by G. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....		2d Mort. sinking fund gold.....	2,350,000	7*	" "	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....		Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:								General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....		Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:								1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	67 1/2		Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,383,000	7*	April & Oct.	Boston.	1900	67		Mort. bonds (ass'd by L&M&S)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	" "	1902	....		Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Consolidated Mortgage (gold)...	976,000	7*	April & Oct.	N. Y. or Bost.	1903	35 1/2		Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	102 1/2
Income bonds.....	476,000	12	Jan. & July.	Boston.	....	94 1/2		Buffalo, New York and Erie:						
Atlanta and Richmond Air Line:								1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	83 1/2
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50		Buffalo, New York & Phila:						
Atlantic and Great Western:								1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....		2d Mortgage for \$1,000,000....	281,500	10	" "	"	1893	....
2d Mortgage (gold).....	10,173,672	7*	March & Sept.	" "	1902	....		Burlington, Cedar Rapids & Minn:						
3d Mortgage (gold) Income.....	23,783,000	7*	May & Nov.	" "	1902	....		1st Mortgage, etc., skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	38
Atlantic and Gulf:								1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....		Burlington and Missouri River:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....		Land and R. R. Mortgage.....	4,695,050	7	April & Oct.	N. Y. & Bost.	1893	108 1/2
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....		Stock Bonds pref. 3d lien.....	375,000	8	Jan. & July.	Boston.	1878	....
Atlantic and Lake Erie:								Stock (common) Bonds.....	321,500	8	April & Oct.	N. Y. & Bost.	1879	106
1st Mort. (gold) for \$5,000,000....	....	7*	Jan. & July.	New York.	1901	....		Stock (common) Bonds.....	318,500	8	Jan. & July.	"	1894	106 1/2
Atlantic, Miss. and Ohio (423 m.):								Stock (common) Bonds.....	413,500	8	" "	"	1889	....
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....		Burlington and Mo. Riv. in Neb:						
2d Mort. to State (no int. till '80).	4,000,000	....	" "	" "	....	....		1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	101 1/2
Atlantic and Pacific:								Bonds convertible until 1892...	600,000	8	" "	Boston.	1883	91
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....		Burlington and Southwestern:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....		1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (So. Pac. R. R. assumed)	7,188,500	6*	Jan. & July.	" "	1888	80		Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	" "	1891	....		1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Central Div.) L. G.....	794,000	6*	" "	" "	1901	....		Cairo and St. Louis (3 ft. gauge):						
Equipment Bonds.....	753,000	10	June & Dec.	" "	1883	....		1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Income Bonds (for funding).....	529,800	6*	" "	" "	1883	....		Cairo and Vincennes:						
Land Debentures.....	600,000	10	J. A. J. & O.	" "	1884	....		1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Atlantic and St. Lawrence:								2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	Lond.	1878	....		California and Oregon (Gen. Pac.):						
2d Mortgage (sterling) of 1884....	1,500,000	6*	April & Oct.	" "	1884	....		1st Mortgage (gold).....	6,000,000	6*	Jan. & July.	New York.	1890-91	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	" "	1891	....		California Pacific:						
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....		1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
Bald Eagle Valley:								Extension, or 2d Mortgage.....	3,500,000	7*	" "	"	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....		First Income bonds.....	1,000,000	10*	" "	"	....	....
2d Mortgage.....	100,000	7	" "	" "	1884	....		2d Income, or double track b'ds	1,600,000	6*	" "	"	....	....
Baltimore and Ohio:								Camden and Amboy:						
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	104		Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	99
Loan of 1883-'85.....	1,710,000	6	April & Oct.	" "	1885	105 1/2		Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	100
Loan of 1885-'90 (Balt.) skg. fd.	3,352,247	6	Jan. & July.	" "	1890	....		Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	104 1/2
Loan of 1870-'95 (etc.) skg. fund.	3,525,456	6*	March & Sept.	Lond.	1895	....		Sterling Loan, S. F. (£232,000).	1,286,080	6*	Feb. & Aug.	Lond.	1880	....
Loan of 1872-1902 (etc.) S. F.....	9,374,112	6*	" "	" "	1902	....		Camden and Atlantic:						
Loan of 1874-1910 (etc.) S. F.....	9,650,000	6*	May & Nov.	" "	1910	....		1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
3d Mort. (N. W. Va. R. R.) ass'd	140,000	6	Jan. & July.	Baltimore.	1885	100		2d Mortgage.....	500,000	7	April & Oct.	"	1879	105
Baltimore and Potomac:								Camden and Burlington County:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....		Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	94 1/2
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	" "	1911	....		Canada Southern:						
Bangor and Piscataquis:								1st Mort. (skg. fd.) for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	46
1st Mortgage (Bangor loan).....	600,000													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	....	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	" "	1916	914	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	974
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Govern'mt's aid.	1,600,000	6	Jan. & July.	" "	1895	....	1st Mortgage.....	477,000	8	March & Sept.	New York.	1889	....
Central of Georgia:							1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,748,000	7	Jan. & July.	New York.	1893	....
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....	2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	86
Central of L. I. (Flush., N.C. & C.)							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1890	90
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	751,500	8	May & Nov.	" "	1874	....
1st Mort. (Central R. R. Exten.)	500,000	7	" "	" "	1903	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	834
Central of New Jersey:							1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
Convertible bonds of 1872.....	4,770,700	7	May & Nov.	New York.	1902	1104	1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	87
1st Mort. (New) for \$5,000,000....	6,000,000	7	Feb. & Aug.	" "	1890	1104	1st Mort. (Iowa and Dak. Div.)	1,009,000	7	" "	" "	1899	83
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	1084
Loan of Loh. C. & Nav. Co. (asm'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	92
Consol. Mort. for \$25,000,000....	6,063,900	7	" "	New York.	1899	1064	1st Mort. (East. and Dak. Div.)	1,350,000	7	Jan. & July.	" "	1892	76
Central Ohio (B. and O.):							1st Mort. (Mil. and Western).....	234,000	7	Jan. & July.	" "	1891	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	994	Real Estate Purchase.....	148,500	7	" "	" "	1891	....
Central Pacific of California:							Equipment and Bridge Bonds...	245,000	10	June & Dec.	" "	1883	....
1st Mort., 30 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York.	'95-'99	1034	Consol. Mort. for \$35,000,000....	897,000	7	Jan. & July.	" "	1904	784
Convertible 20 years bonds, gold	1,433,000	7*	" "	" "	1883	1004	Chicago and Northwestern:						
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	Sacramento.	1884	1074	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	1084
2d Mort. (Government's Subsidy)	25,885,000	6	" "	U.S. Treasury	'95-'99	934	General 1st Mortgage (193 m.)	3,588,000	7	" "	" "	1885	1014
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	934	Funded coupons (193 m.)	743,300	7	May & Nov.	" "	1883	103
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	1888	894	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	90
1st Mort. (S. Fr. Okla. & Ala.)	500,000	8*	" "	" "	1890	914	Green Bay Ext. (26 m. & 76,000 a.)	282,000	7	" "	" "	1885	90
1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	" "	1900	914	1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1882	103
Land bonds (Cen. Pac. Co.) gold	8,653,000	6*	" "	" "	1890	994	Elgin and State Line.....	128,000	6	Jan. & July.	" "	1878	....
Central Vermont:							Mississippi River Bridge.....	190,000	7	" "	" "	1884	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	20	1st Mortgage (Peninsula).....	331,000	7	March & Sept.	" "	1898	984
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" "	1891	6	Consol. skg fund (C. & N.W. R'y)	3,380,000	7	F. M. A. & N.	" "	1915	984
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	65	General Consol. Gold Bonds...	9,758,000	7*	June & Dec.	" "	1902	874
Income and Extension Bonds...	1,008,000	8	May & Nov.	" "	1902	54	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
Equipment Mort. (Vt. Central)	1,000,000	8	" "	" "	'76-'77	68	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
Equipment Mort. (")	1,000,000	8	" "	" "	1889	58	2d Mort. (Mil. & Chi. R.R.) guar.	97,500	7	" "	" "	1898	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	60	1st Mort. (Chic. & Mil. R.W.) guar.	1,642,000	7	Jan. & July.	" "	1898	974
Missisquoi R.R. (")	500,000	7	" "	" "	1891	39	1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	Chicago, Portage and Superior:						
Charleston and Savannah:							1st M. s.f. (Chi. & N. Pac. Air-L.)	25,000 p.m.	7*	June & Dec.	New York.	1902	....
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....	Chicago, Omaha and St. Joseph:						
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....	1st Mortgage for \$2,000,000....	.....	8	April & Oct.	New York.	1901	....
Charlotte, Columbia & Augusta:							Chicago and Paducah (C. B. & Q.)						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	1st Mortgage \$20,000 p. m. gold...	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chattanooga:							Chi., Pekin & Southw'n (C.B. & Q.)						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	1094
2d Mortgage dated Jan. 1, 1899.	75,000	7	Jan. & July.	" "	1888	....	Chi. & Southw'n (C.R.I. & Pac.)						
Cherry Valley, Sharon and Alb.:							1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chesapeake and Ohio:							Chicago, Wisconsin & Canada:						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	38	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. Extension (con. or reg.)	4,759,000	7*	Jan. & July.	" "	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
3d Mort. (") coupon....	918,000	6	" "	" "	1884	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" "	1902	....
Income (") coupon....	300,000	8	" "	" "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon.....	199,500	8	" "	" "	1877	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	'77-'80	98	1st Mort., guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	934
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
Chester and Tamaras:							2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	3d Mortgage of 1867.....	500,000	8	June & Dec.	" "	1877	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York.	1877	100	1st Mort., guar. for \$2,500,000...	1,848,000	7	Jan. and July.	New York.	1903	....
1st Mortgage.....	2,382,000	7	Jan. & July.	" "	1893	106	Cincinnati, Lafayette and Chi.						
2d Mortgage Income.....	1,087,000	7	April & Oct.	" "	1883	1034	1st Mortgage.....	1,129,000	7*	March & Sept.	New York.	1901	834
Consol. Bonds (\$200 stg. each).	2,919,900	6*	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7*	June & Dec.	" "	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	1024	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	1st Mort., guar. by I. C. & L. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	4,500,000	7	Feb. & Aug.	" "	1900	91	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	3,589,000	8	Jan. & July.	New York.	1883	116	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage guar. by C. H. & D.	580,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	2d Mortgage	65,000	7	" "	" "	1889	....
Loan of 1872.....	3,648,676	7	Jan. & July.	Boston.	1896	1							

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.)	\$ 600,000	7	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.)	\$ 2,380,000	8	May and Nov.	New York.	1902	....
Construction and Equip. bonds.	1,096,000	6	" " "	" " "	1892	101	1st Mort. (\$424,000 guar.)	1,826,000	8	Jan. & July.	New York.	1891	....
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	" " "	1900	106	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	1014	1st Mortgage for \$220,000 p.m.	1,170,000	8	June & Dec.	New York.	1890	....
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	" " "	1892	104	Detroit, Hillsdale and Indiana:	300,000	8	Jan. & July.	" " "	1881	....
Regist'd bds (ass'd by LS & MS.)	800,000	7	Jan. & July.	New York.	1885	105 1/2	1st Mort. \$16,000 p. m. guar.	3,219,000	8	April & Oct.	Boston.	1896	....
3d Mortgage (")	800,000	7	April & Oct.	" " "	1888	102 1/2	2d Mortgage (coupon) guar.	575,000	8	June & Dec.	" " "	1897	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:	1,369,000	8	Feb. & Aug.	" " "	1893	44 1/2
1st Mort., a.s. (ass'd by LS & MS.)	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Lonia and Lansing.)	770,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (")	225,000	8	June & Dec.	Boston.	1890	....	2d Mort. (")	81,000	8	May & Nov.	" " "	1880	....
Colebrookdale:							Detroit & Milwaukee (Gt. W. of Ca.):	2,500,000	7	May & Nov.	New York.	1875	....
1st Mort. guar. by Ph. and Rdg.	15,344,750	7	April & Oct.	New York.	1908	48 1/2	1st Mortgage, (D. & M.R.R.)	1,000,000	8	" " "	" " "	1875	....
Colorado Central (3 ft. gauge):	5,582,400	7	Feb. & Aug.	" " "	1909	184	2d Mortgage (")	625,924	7	Jan. & July.	" " "	1875	....
1st Mortgage	3,893,000	7	" " "	" " "	1890	....	2d Funded Coup. (D. & M.R.R.)	375,784	7	May & Nov.	" " "	1875	....
Columbus, Chicago & Ind. Cent.:	461,000	7	April & Oct.	" " "	1890	95	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" " "	1875	....
1st Mortgage consol. skg fund.	844,400	7	Jan. & July.	" " "	1890	....	2d Mort. (")	100,000	7	Jan. & July.	" " "	1875	....
Income convertible.	194,100	7	Feb. & Aug.	" " "	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	" " "	1886	....
1st Mort. (Chic. and Gt. Eastern)	39,850	7	May & Nov.	" " "	1896	....	Bonds of Sept. 1, 1886	110,000	7	March & Sept.	" " "	1886	....
2d Mort. (")	2,632,000	7	Jan. & July.	" " "	1904	....	Bonds of June 30, 1886	1,702,317	6 1/2	Jan. & July.	" " "	1886	....
1st Mort. (Cin. and Chi. Air-L.)	821,000	10	May & Nov.	" " "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M., R.L. (")	809,500	7	Jan. & July.	" " "	1883	....	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	100 1/2
1st Mort. (Col. and Ind. Cent.)	666,500	7	" " "	" " "	1882	....	Dixon, Peoria and Hannibal:						
2d Mort. (")	554,500	7	Feb. & Aug.	" " "	1884	....	1st Mort. guar. by C. B. and Q.	758,000	8	Jan. & July.	New York.	1889	105
1st Mort. (Col. & Ind.) 1st & 2d pref.	74,024	7	April & Oct.	" " "	1905	....	Dubuque and Sioux City:						
2d Mortgage (Ind. Central)	815,000	7	" " "	" " "	1905	....	1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	100
1st Mort. (Tol., Logansport & Bur.)	1,000,000	7	March & Sept.	New York.	1901	....	Dubuque Southwestern:						
Income (")	200,000	7	Jan. & July.	" " "	1880	....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	104
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	102 1/2
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	65
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund....	4,792,000	5*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.)						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	104
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,200,000	7*	April & Oct.	Boston.	1899	....	Indianaapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	28
Framingham and Lowell:							1st Mortgage Extension gold....	2,030,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	89 1/2	2d Mortgage.....	1,500,000	8	"	"	1890	6
2d Mortgage.....	150,000	8	"	"	1883	94	Indianspolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianaapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage.....	600,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	103	1st Mortgage s.f. (Intern. R. R.)	8,040,000	7*	April & Oct.	New York.	1911	61
2d Mortgage.....	948,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds (.....)	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds (.....)	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianaapolis, Cin. and Lafayette:						
1st Mortgage.....	1,403,000	7*	Jan. & July.	New York.	1890	88	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, s.k.g. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon	469,100	7	March & Sept.	"	78-83	....
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
Company bonds (debentures)....	508,000	7	Jan. & July.	Augusta	74-90	....	1st Mort. (Ind'polis & Cin.) 1888	1,600,000	7	April & Oct.	"	1888	....
Uhlman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	493,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....	2d Mort. (.....) guar.	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianaapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	245,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	378,000	10	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	770,000	8	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Grand River Valley (Mich. C.):							Iowa Falls and Sioux City:						
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1888	96	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	Iowa Midland (C. & N. W.):						
Grand Trunk (Ca.):							1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81 1/2
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	tronton (Penna.):						
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ithaca and Athens (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage gold, s.k.g. fund....	600,000	7*	Jan. & July.	New York.	1890	95
2d Preference Bonds \$2,327,808	11,039,040	4*	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	98
Provincial Debenture's \$3,111,500	15,587,500	.....	"	Ottawa.	....	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	93
Great Western of Canada:							2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	90 1/2
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	Jacksonville, North West & S. East:						
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Debenture Bonds \$1,743,160	8,715,900	5	Jan. & July.	"	Perp.	....	2d Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Great Western Railway of 1859:							3,000,000	8	"	"	"	1899	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	82 1/2	Jamestown & Frank (L.S. & M. So.):						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	53	1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
Green Bay and Minnesota:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	Jefferson (Erie):						
Greenville and Columbia:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	2d Mort. (.....)	84,000	7	"	"	1889	....
1st Mortgage not guaranteed....	376,708	7	"	"	81-86	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
Greenwich and Johnsonville:							Jeffersonville, Madison & Indian:						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Gulf, Western Texas and Pacific:							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal and Naples (T. W. & W.):							Jersey City and Albany:						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	40	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	275,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
Hannibal & Cent. Mo. (T. W. & W.)							Joliet and Chicago (C. & Alton):						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	61	1st Mortgage s.k.g. fund guar....	336,000	8	Jan. & July.	New York.	1882	108
2d Mortgage.....	250,000	7	"	"	1892	....	Junction, Philadelphia:						
Hannibal and St. Joseph:							1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	94 1/2
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	100 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	90
Missouri State Loan.....	1,500,000	6	"	"	87-88	100	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	85 1/2	Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. (Q. & Palm R. R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	97 1/2
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	1st Mort. assumed by L.S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	Kalamazoo, & S. Haven (M. Cen.):						
Harlem Extension:							1st Mortgage guar. by lessees....	640,000	8	May & Nov.	New York.	1889	....
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	2d Mortgage.....	70,000	8	"	"	1889	....
Harrisburg & Lancaster:							Kalamazoo & White Pigeon:						
1st Mortgage guar. by Pa. R.R....	700,000	6	Jan. & July.	Philadelphia.	1883	101	1st Mort. assumed by L.S. & M. S.	400,000	7	Jan. & July.	New York.	1890	83 1/2
Hartford, Providence and Flahkill:							Kansas City and Cameron:						
1st Mort. (R. I. 26.32 m.) s.k.g. fund	481,000	7	Jan. & July.	Providence.	1876	....	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
1st Mort. (Conn. 96.04 m.) s.k.g. fd.	1,574,500	7	"	Hartford.	1876	....	Kan. City, St. Jo. & Coun. Bluffs:						
Holly, Wayne & Monroe (F&PM)							1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....	2d Mort. (.....)	150,000	10	"	"	1878	....
Holyoke and Westfield:							1st Mort. (St. Jo. & CB. 78 m.) conv.	1,400,000	10	March & Sept.	"	1892	....
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
Houston and Texas Central:							1st Mort. (.....) gld	1,000,000	7*	"	"	1893	....
1st Mortgage L.G. s.k.g. fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....	Consolidated Mort. (260m.) conv.	887,000	8	March & Sept.	"	1890	....
1st Mortgage (Western Div.)....	2,500,000	7*	"	"	1903	....	New Consol. Mort. for \$3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Consolidated Mortgage.....	2,700,000	8	April & Oct.	"	1912	....	Kansas City & Santa Fe (L.L. & G.)						
Hudson River (N.Y. Cen. & H.R.):							1st Mortgage for \$2,000,000....	720,000	10	May & Nov.	Boston.	1890	....
2d Mortgage, sinking fund.....	1,794,000	7	June & Dec.	New York.	1885	108							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.		
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	" "	1896	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres) gold...	246,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....
2d Mort. (2,000,000 acres) gold...	1,751,750	7*	Jan. & July.	N. Y. L. & F.	1880	....
1st Mort. (") gold...	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7*	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,360	7	March & Sept.	N. Y. L. & F.	1916	....
Keat County (Del.)						
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
Kentucky Central:						
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B. & Q.):						
1st Mortgage traffic guar.....	864,500	8	April & Oct.	Boston.	1879	104
La Crosse, Trempealeau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf. Blooming. & Miss. (T.W. & W.):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	60
Laf. Muncie & Bloom. (T.W. & W.):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....
Consol. Mort. S.F., Regis'd'd.	6,115,000	7	J. A. J. & O.	" "	1900	103
Consol. Mort. S.F., Coupon...	8,471,000	7	Jan. & July.	" "	1900	102
2d Consol. Mort. for \$25,000,000	3,522,000	7	June & Dec.	" "	1903	95
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds.....	1,000,000	7	Jan. & July.	" "	1899	101
Reg. Mort. (Clev., Pains. & Ash.)	1,000,000	7	April & Oct.	" "	1892	104
2d Mort. (")	2,526,000	7	May & Nov.	" "	1885	108
1st Mort. (Mich. So. & Nor. Ind.)	2,692,000	7	April & Oct.	" "	1877	102
2d Mort. (")	1,595,000	7	Jan. & July.	" "	1885	105
1st Mort. (Cleveland & Toledo)	849,000	7	April & Oct.	" "	1886	102
2d Mort. (")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (Buffalo and Erie)	300,000	7	March & Sept.	" "	1888	....
Mort. Bonds (")	2,850,000	7	April & Oct.	" "	1898	103
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	100
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	83
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	98
1st M. (Jamestown & Franklin)	460,000	7	" "	" "	var	....
2d M. (")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for \$1,000,000.....	696,000	7	" "	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" "	1900	....
Income Bonds.....	3,200,000	10	" "	" "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1896	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....
Leaven. Lawrence & Galveston:						
1st Mort. skg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	20
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	" "	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	103
1st Mortgage (") reg.....	6,000,000	6	" "	" "	1898	....
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	" "	1910	111
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	" "	1923	99
General Mort., registered.....	"	6*	" "	" "	1922	....
Lewish. Centre & Spruce C. (P. & E.):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	825,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	" "	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	5
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	5
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	102
Logansport, Crawf. & S'w'n Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	101
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	92
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept.	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.).....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	178,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	" "	" "	'80-'85	....
1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for \$5,000,000 (392 m.)	6,984,000	7	April & Oct.	" "	1898	86
Louisville Loan.....	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. (")	600,000	7	May & Nov.	" "	1905	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Maine Central:						
Consolidated Mortgage.....	545,800	6	April & Oct.	Boston.	1912	95
\$1,100,000 Loan, tax free.....	750,900	6	Jan. & July.	" "	1898	91
Extension (gold) Loan.....	4,500	6	April & Oct.	" "	1900	....
1st Mort. (Belfast & Moosehead)	15,000	6*	May & Nov.	Belfast & Bost.	1890	....
\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Ken. & Portland)	217,800	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec) Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	" "	1876	....
1st Mort. (Leeds & Farn'gton)	653,000	6	Jan. & July.	" "	1901	....
Bath (Androscoogin) Loan.....	425,000	6	" "	" "	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	94
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	105
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	" "	1898	98
3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	" "	1900	80
4th Mortgage.....	2,004,000	8	April & Oct.	" "	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	" "	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)...	1,780,000	8	Jun. & Dec.	New York.	1892	....
1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various	" "	'92-'03	....
Massachusetts Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
2d Mortgage.....	150,000	6	June & Dec.	" "	1889	....
Massillon & Clevel. (C.M.V. & D.):						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Mayville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	" "	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	100
Michigan Central:						
1st Mortgage, convertible.....	558,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	115
Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	103
1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	" "	1890	101
Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	102
Michigan Lake Shore:						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific):	\$ 700,000	7	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:	20,000pm	7	Jan. & July.	Detroit.	1890	....	2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
1st Mort. gold, skg fd & tax free	2,000,000	7	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000.....	3,000,000	7	Jan. & July.	" "	1912	....
Mississippi Cent. (N.O. St. L. & Chl.):	1,012,500	7	May & Nov.	New York.	'74-'84	....	New Orleans, Mobile and Texas:	4,000,000	7	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1888	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	" "	" "	1915	....
2d Mortgage.....	3,707,500	7	May & Nov.	" "	1912	....	1st Mort. (N. Orleans to Texas)	2,825,000	8	" "	" "	1915	....
General Mort. for \$8,000,000 gold	2,840,000	7	Jan. & July.	" "	1900	....	2d Mort. endorsed by Louisiana.	6,817,500	7	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi, Ouchacha & Red Riv.:	680,000	7	April & Oct.	Memphis.	1876	....	New York, Boston and Montreal:	4,000,000	6	May & Nov.	London.	1904	....
1st Mortgage gold.....	1,254,000	8	Jan. & July.	" "	'81-'93	....	1st Mortgage for \$12,250,000.....	5,936,626	6	May & Nov.	" "	1883	103
Mississippi and Tennessee:	430,547	6	" "	" "	" "	....	New York & Canada (D. & H.C.):	1,514,000	7	Feb. & Aug.	" "	1876	101
1st Mortgage.....	800,000	7	Feb. & Aug.	New York.	1902	....	1st Mort. for \$800,000, guar.....	592,000	6	May & Nov.	" "	1883	100
Consolidated Mortgage.....	2,000,000	7	June & Dec.	" "	1910	....	New York Central & Hudson R.:	162,000	6	" "	" "	1883	100
Tennessee State Loan.....	3,220,000	6	Jan. & July.	New York.	1899	....	Debt Certificates (N. Y. Cent.)	2,431,000	6	June & Dec.	" "	1887	102
Mississippi Valley and Western:	382,000	7	June & Dec.	" "	1903	....	Bonds for debts assem'd (N.Y.C.)	1,794,000	7	April & Oct.	" "	1885	103
1st Mortgage \$20,000 p. m.....	10,418,000	7	Feb. & Aug.	" "	1904	....	Bonds for R.R. Stocks (")	1,950,000	7	Jan. & July.	" "	1891	....
Missouri, Iowa and Nebraska:	2,500,000	7	" "	" "	1905	....	Bonds for R.R. Stocks (")	3,904,000	7	" "	" "	1903	116
1st Mortgage gold, sinking fund.	600,000	7	" "	" "	1906	....	Bonds for Real Estate (")	9,733,333	6	" "	London.	1903	....
Missouri, Kansas and Texas:	5,000,000	10	Jan. & July.	New York.	1889	50	Bonds of 1874 renewed (")	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mort. (U. Pac. S. R.) skg fund	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Bonds of 1871, tax free.....	108,599	7	Jan. & July.	" "	1881	....
1st Mort. (Teb. & Neosho) S.F.....	382,000	7	Feb. & Aug.	" "	1904	....	Consolidated Mort. of 1872.....	6,822,000	7	May & Nov.	" "	1900	112
Consol. Land Grant, skg fd gold	2,500,000	7	" "	" "	1905	....	N. York, Houston & Northern:	249,000	7	April & Oct.	New York.	1902	....
Additional Consol. Mort.....	600,000	7	" "	" "	1906	....	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1902	....
Further Add. Consol. Mort.....	5,000,000	10	Jan. & July.	New York.	1889	50	New York, N. Haven & Hartford:	1,058,000	6	April & Oct.	New York.	1875	102
Missouri River, Ft. Scott & Gulf:	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st Mort. (N. Y. and N. Haven)	1,000,000	7	" "	" "	1903	....
1st Mortgage, Land Grant, S. F.	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mort. (Hartford & Portchester)	8,500,000	7	Jan. & July.	New York.	1894	....
2d Mortgage.....	300,000	8	" "	New York.	1889	....	2d Mortgage gold, tax free.....	2,500,000	7	May & Nov.	" "	1895	....
Mobile and Girard.....	35,500	8	" "	Savannah.	1887	....	2d Mortgage convertible.....	1,500,000	7	" "	" "	1896	....
1st Mortgage.....	2,434,000	8	May & Nov.	New York.	1900	....	3d Mort., Equipment.....	3,800,000	7	" "	" "	....	....
2d Mortgage.....	800,000	8	"	"	1900	....	1st Mort., (West. Extension).....	2,425,000	7	" "	" "	....	....
Mobile and Ohio:	5,732,000	6	May & Nov.	Mob. & Lond.	1883	....	Consolidated Mortgage.....	1,200,000	7	" "	" "	....	....
1st Mortgage Sterling.....	1,532,000	8	"	"	'76-'83	....	New York, Providence & Boston:	76,000	6	Feb. & Aug.	New York.	1878	....
Interest bonds.....	769,920	6	"	"	1883	....	1st Mortgage.....	100,000	7	Jan. & July.	" "	1878	....
Sterling Interest bonds.....	1,685,000	7	Jan. & July.	N.Y. & Lond.	1901	....	Improvement Bonds.....	250,000	6	May & Nov.	" "	'78-'81	....
Tennessee Subsidy Bonds.....	63,000	8	May & Nov.	Mobile.	1877	....	Extension Bonds.....	827,000	7	Jan. & July.	" "	1899	....
Special Mort. (Gainesville Br'h)	1,458,858	8	March.	"	1877	....	General Mort. for \$1,000,000.....	306,000	8	Jan. & July.	New York.	1877	....
2d Mortgage.....	780,000	7	Jan. & July.	N.Y. & Lond.	1904	....	1st Mortgage.....	157,000	7	" "	" "	1877	....
Consol. Mort. for \$15,000,000.....	847,978	8	M. J. S. & D.	New York.	....	....	2d Mortgage.....	458,000	8	" "	Norfolk.	1893	....
Convertible 3 per cent. bonds.....	1,900,000	7	March & Sept.	New York.	....	....	Norfolk & Petersburg (A.M. & O.):	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Montclair (N. Y. and O. Mid.):	780,000	7	"	"	....	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, guar.....	888,400	7	"	"	....	....	2d Mortgage.....	225,500	8	" "	" "	1899	....
2d Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	North Carolina:	1,930,500	6	Jan. & July.	New York.	1895	89
Income Mortgage.....	47,000	7	April & Oct.	" "	1887	....	1st Mortgage.....	1,960,000	7	May & Nov.	Philadelphia.	1885	102
Montgomery and Erie (Erie):	1,040,000	8	March & Sept.	New York.	1886	....	2d Mortgage.....	350,000	10	April & Oct.	" "	1877	106
1st Mortgage.....	350,000	8	June and Dec.	" "	1900	....	Chattel Mortgage.....	436,500	7	Jan. & July.	" "	1903	108
2d Mortgage.....	1,040,000	8	"	"	1900	....	General Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Monticello and Port Jarvis:	500,000	7	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
1st Mortgage gold, tax free.....	5,000,000	7	May & Nov.	New York.	1914	114	2d Mortgage S. F. Coupon.....	1,570,000	6	Jan. & July.	Baltimore.	1885	98
2d Mortgage.....	2,800,000	7	Feb. & Aug.	" "	1891	106	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	96
Convertible bonds.....	353,900	7	Jan. & July.	" "	1900	100	3d Mort. (York & Cumb.) guar.....	500,000	6	Jan. & July.	Baltimore.	1877	97
Construction bonds of 1871.....	640,000	7	Feb. and Aug.	" "	1889	100	Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	" "	1901	....	Income coupon.....	3,900,000	7	Jan. & July.	" "	1922	....
Special Mortgage.....	1,029,000	7	"	"	1915	104	Consol. Mort. coupon.....	2,599,000	6	" "	Baltimore.	1900	98
Consol. mort. for \$25,000,000 guar	1,450,000	6	Jan. & July.	New York.	'74-'83	82	Consol. Mort. registered.....	205,000	6	April & Oct.	" "	1900	....
Nashville, Chattanooga & St. Louis:	1,000,000	4	"	"	'81-'91	....	Consol. General Mort. S. F.....	2,000,000	6	Jan. & July.	Lond. & Balt.	1904	....
1st Mort., endorsed by Tenn.....	6,800,000	7	"	"	1913	....	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey City.	1878	....
2d Mort. (Government Subsidy)	2,100,000	7	Jan. & July.	New York.	1900	....	1st Mortgage skg fd guar.....	30,067,600	7.3	Jan. & July.	New York.	1900	21
New Mortgage.....	500,000	6	April & Oct.	Nashville.	1887	....	Northern Pacific:	140,000	6	Jan. & July.	Baltimore.	1885	98
Nashville and Decatur (L. & Nash.):	102,000	7	Jan. & July.	Bridgeport.	1876	....	Northwestern Virginia:	3,500,000	7	"	New York.	....	....
1st Mortgage sinking fund, guar.	600,000	7	Jan. & July.	New York.	1891	....	3d Mort., assumed by B. and O.	1,960,000	7	Jan. & July.	" "	1877	....
2d Mortgage gold.....	880,000	7	May & Nov.	New York.	1889	101	Northwestern Union (C. & N.W.):	150,000	7	"	" "	1877	....
New Bedford:	171,500	6	Jan. & July.	Boston.	1881	98	1st Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	93
1st Mort. (New Bed. & Taunton)	400,000	7	"	"	1894	107	2d Mortgage.....	200,000	8	Jan. & July.	" "	1879	....
New Haven and Derby:	525,000	7	Various.	New Haven.	'98-'00	....	Sinking Fund Bonds.....	468,000	8	March & Sept.	" "	1890	98
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1889	....	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	92
2d Mortgage.....	3,000,000	7	"	"	1881	....	Consolidated S. F. Mortgage.....	3,556,000	7	"	" "	1898	96
New Jersey Midland (N.Y. & O.M.):	3,000,000	7	Feb. & Aug.	New York.	1895	....	Consolidated Mort., Sterling.....	112,000	7	"	London.	1898	....
1st Mortgage gold, guar.....	1,500,000	7	"	"	1881	....	2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	70
2d Mortgage.....	1,500,000	7	"	"	1881	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
New Jersey and New York:	500,000	7	March & Sept.	N.Y. or Lond.	1893	....	Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
1st Mortgage.....	2,000,000	6	May & Nov.	New York.	1889	28	1st Mort. (Springfield Division.)	3,000,000	7	May & Nov.	" "	1906	80
2d Mortgage.....	1,200,000	6	April & Oct.	" "	1888	....	Oil Creek and Allegheny River:	680,000	7	April & Oct.	Philadelphia.	1898	83
Consol. Mort. for \$7,000,000.....	5,300,000	7	April & Oct.	" "	1903	....	1st Mortgage (O. & C. R.).....	1,500,000	7	Feb. & Aug.	" "	1882	83
Income Mortgage.....	750,000	7	"	"	1881	....	1st Mort. (Warren & Franklin)	500,000	7	Jan. & July.	" "	1890	....
New Jersey West Line:	3,000,000	7	May & Nov.	New York.	1900	....	1st Mort. (Union & Titusville).	1,100,000	7	May & Nov.	" "	1888	61
1st Mort. gold, for \$3,000,000.....	300,000	6	April & Oct.	New York.	1885	....	Consolidated Mortgage.....	1,100,000	7	May & Nov.	" "	1888	61
New London Northern (Cen. Vt.):	500,000	7	June and Dec.	" "	1892	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	100	Mortgage Loan, convertible	302,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds	32,000	5	"	"	1884	95 1/2	Loan of 1886	400,000	6	April & Oct.	"	1876	100
Plain Bonds	1,388,000	7	Feb. & Aug.	"	1877	102 1/2	Loan of 1887	1,000,000	6	"	"	1887	100 1/2
New Bonds for \$3,000,000.	1,192,000	7	March & Sept.	"	1894	110 1/2	Loan of 1872	500,000	6	"	"	1892	100
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	110	Pickering Valley (Phila. & Rdg):						
Omaha and Northwestern:							1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	100
1st Mort. Land Grant, Gold	16,000 pm	7 3/4	Jan. & July.	New York.	1901	100	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	100
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	93	1st Mort. (Staub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	100
Orange, Alex. and Manassas							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	74 1/2
See Wash. C., Va. Mid. & Gt. So.							Consolidated 2d Mortgage	6,000,000	7	April & Oct.	"	1913	100
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold	10,950,000	7	April & Oct.	New York.	1891	100	1st Mortgage (Series A.)	875,000	7	Jan. & July.	New York.	1912	112 1/2
Oswego Valley & Southern Kansas:							1st Mortgage (Series B.)	875,000	7	Feb. & Aug.	"	1912	100
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	100	1st Mortgage (Series C.)	875,000	7	March & Sept.	"	1912	100
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series D.)	875,000	7	April & Oct.	"	1912	100
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	100	1st Mortgage (Series E.)	875,000	7	May & Nov.	"	1912	100
Oswego and Rome (B. W. & O.):							1st Mortgage (Series F.)	875,000	7	June & Dec.	"	1912	100
1st Mortgage	500,000	7	May & Nov.	New York.	1916	100	2d Mortgage (Series G.)	860,000	7	Jan. & July.	"	1912	100 1/2
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	100	2d Mortgage (Series H.)	860,000	7	Feb. & Aug.	"	1912	100
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series I.)	860,000	7	March & Sept.	"	1912	100
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	100	2d Mortgage (Series J.)	860,000	7	April & Oct.	"	1912	100
Ottawa, Oswego & Fox River:							2d Mortgage (Series K.)	860,000	7	May & Nov.	"	1912	100
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	99	2d Mortgage (Series L.)	860,000	7	June & Dec.	"	1912	100
Owensboro' and Russellville.							3d Mortgage	2,000,000	7	April & Oct.	"	1912	101
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	100	Bridge (O. & P. R. R.) bonds	27,500	7	May & Nov.	Philadelphia.	1876	100
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	100
1st Mortgage gold	7,000,000	6	Feb. & Aug.	New York.	1888	91 1/2	Equipment bonds	1,000,000	8	March & Sept.	"	1884	100
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891	75	Pittsburg, Va. and Charleston:						
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892	100	1st Mortgage	700,000	7	April & Oct.	New York.	1902	100
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	100	Pittsburg, Wash. & Conn'tonville:						
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	100	1st Mort. (Pittsb. & Conn'tonville)	4,000,000	7	Jan. & July.	Baltimore.	1898	98
1st Mort. (Carondelet Branch)	500,000	6	April & Oct.	"	1893	69	2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	100
1st Mort. (Leav. Atch. & N.W.)	500,000	7	"	"	1889	100	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	100
1st Mort. (Lex. & St. Louis) gold	900,000	6	June & Dec.	"	1899	100	Real Estate Mortgage	100,000	6	"	Baltimore.	1888	100
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,305,000.	1,541,000	7	Feb. & Aug.	New York.	1902	100	1st Mortgage for \$3,000,000	20,000 pm	7	Jan. & July.	New York.	1901	100
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,800.	2,889,330	7	April & Oct.	London.	1897	100	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	100
Paris and Decatur:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage gold, S. F.	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892	100	1st Mort. (Maine Section) gold	800,000	6	Jan. & July.	Boston.	1900	100
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6	May & Nov.	"	1901	100
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	100	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (TW & W):							1st Mortgage gold, for \$2,300,000	700,000	6	May & Nov.	N.Y. & Bost.	1890	46
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (UC of N.J.):							1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	100
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	100
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	100	1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	100
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	100	2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891	100
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1890	104 1/2	1st Mortgage gold, skg f'd	1,500,000	7	May & Nov.	N.Y. & Lond.	1889	100
General Mortgage	19,334,760	6	J. A. J. & O.	Philadelphia.	1910	100 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	100
General Mortgage, registered	14,550,000	6	Jan. & July.	London.	1905	100	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage	5,201,675	5	April & Oct.	Philadelphia.	1876-90	100	1st Mort., guar. by Eastern R.R.	470,000	7	June and Dec.	Boston.	1893	81 1/2
State lien for \$7,500,000, skg f'd							Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free	644,500	7	Jan. & July.	New York.	1910	100
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	100	2d Mortgage	78,000	7	"	"	100	100
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage	1,083,900	7	Feb. & Aug.	Philadelphia.	1903	100	1st Mortgage	500,000	6	Jan. & July.	Providence.	1890	100
2d Mortgage	519,000	7	April & Oct.	"	1903	100	Stoughton Branch bonds	1,000,000	6	"	"	100	100
Pennsylvania & New York (L.V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	105 1/2	1st Mortgage gold	1,000,000	7	May & Nov.	Philadelphia.	1882	100
1st Mortgage guaranteed	1,500,000	7	"	"	1906	100	Quincy and Palmyra:						
Peoria & Bureau Val (O.R. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	100
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	100	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (O. B. & Q.):							1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	52
1st Mortgage, traffic guarantee	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (O. B. & Q.):						
Peoria, Pekin & Jacksonville:							1st Mortgage, guaranteed	756,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	100	Reading and Columbia (P. & R.):						
2d Mort. conv. & tax free	1,000,000	7	April & Oct.	"	1900	100	1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
Peoria and Rock Island:							2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	100
1st Mort. gold, conv. & tax free	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	100	Rensselaer and Saratoga:						
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	100	1st Mortgage	300,000	7	Jan. & July.	Troy.	1880	111
Perkiomen (Phila. and Rdg):							2d Mortgage	150,000	7	"	"	1887	100
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	92	3d Mortgage	400,000	7	March & Sept.	New York.	1886	100
Petersburg:							1st Mort. (Saratoga & Whitehall)	500,000	7	May and Nov.	"	1890	100
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	1879-98	100	1st Mort. (Troy, Salem & Rutl.)	125,000	7	Jan. & July.	"	1894	100
2d Mortgage	500,000	8	"	"	1902	100	Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	100
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	100	Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	100
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	"	"	1891	100	Virginia State guar. bonds	157,800	6	"	"	1875	100
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	100	1st Mort. (Peldmont Branch)	500,000	6	"	"	1888	100
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.O.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	1888	100
1st Mort. (Sunbury & Erie 40 m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	103 1/2	Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	1875-90	72
1st Mortgage	5,000,000	6	"	"	1881	98 1/2	Rich. Frederickburg & Potomac:						
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87 1/2	Sterling Loan	87,777	6	Jan. & July.	London.	1875	100
General Mort. for \$20,000,000	7,423,000	6	"	Phil. or Lond.	1920	100	Dollar Loan	175,428	7	"	Richmond.	1875	100
Philadelphia and Reading:							Dollar Loan, Coupon	295,500	8	"	"	1881	100
Loan of 1868, debenture	1,138,900	6	Jan. & July.	Philadelphia.	1868	80 1/2	Dollar Loan	124,489	6	various.	"	1875	100
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	"	"	1880	102 1/2	Richmond and Petersburg:						
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	109 1/2	1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	100
Mortgage Loan of 1836 stg.	182,400	5 1/2	Jan. & July.	London.	1880	100	2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1880-86	100
Mortgage Loan of 1843 stg.	976,200	6	"	"	1880	100	Rockford, R. Island & St. Louis:						
Mortgage Loan of 1836 stg.	134,400	7 1/2	"	"	1877	100	1st Mortgage tax free	9,000,000	7	Feb. & Aug.	N.Y. & Lond.	1918	100
Dollar coupon	7,423,000	7	June & Dec.	Philadelphia.	1911	107	Rome, Watertown & Ogdensburg:						
Dollar registered	3,368,000	7	"	"	1911	107	1st Mortgage (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1880	100
Gold or stg coup.	7,000,000	6	"	Phil. or Lond.	1911	100	2d Mortgage	480,000	7	Jan. & July.	"	1902	100
June 1, 1871.	875,000	6	"	"	1911	100	General Mort. S. F.	1,050,500	7	June & Dec.	"	1891	10

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	345,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	897,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M.(W.D.)land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. ".....	200,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	6	May & Nov.	New York	1893	....	South Mountain Iron(Cumb.Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	107 1/2	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort., endor. by Ala., gold..	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1884	77	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed	7,188,500	6*	Jan. & July.	New York.	1888	76
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	90 1/2	1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'80-'81	....
2d Mort. (").....	4,622,000	7*	May & Nov.	"	1897	61	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1895	....	1st preferr'd bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Calro, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	8	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	8	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & Northin:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	89 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort. ".....	1,500,000	7	May & Nov.	"	80	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M.(Evans, D.)gold skg f'd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Naah.).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Gen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							2d Mortgage.....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watlab) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (do.) R. R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	.....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	99 1/2	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	56
Sand, Mansfield & Newark (B. & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspense, Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1897	....	Tebo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	72
Bhamokin Valley & Potomac (N.C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	62
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89 1/2	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	22
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....						

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
Troy & Bennington (T. & B.):	\$							Western Maryland:	\$						
1st Mortgage skg fund, guar....	89,700	7	Jan. & July.	Troy.	1878	....		1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90 1/2
Troy and Boston.								1st Mort. endor. by Balt.....	200,000	6	"	"	1890	101	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....		2d Mort. " " " " " "	300,000	6	"	"	1890	103
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....		2d Mort. endor. by Wash. Co..	300,000	6	"	"	1890	95
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....		2d Mortgage preferred.....	600,000	6	"	"	1895	92 1/2
Convertible Bonds.....	648,000	7	"	"	1882	....		3d Mortgage endor. by Balt....	875,000	6	"	"	1900	105 1/2
Troy, Salem & Rutland (R. & Sar.):								4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....		Western Pacific (Cen. Pac.):						
Troy Union (and Depot):								1st Mort., assumed.....	2,735,000	6 1/2	Jan. and July.	New York.	1899	93 1/2	
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....		Western Pennsylvania (Penn.):						
Tuckerton:								1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80	
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....		1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:								Western Union (Chi. M. & St. P.):							
1st Mortgage gold, tax free.....	27,236,000	6 1/2	Jan. & July.	N. Y. & Bos.	'96-'99	102 1/2		1st Mortgage for \$5,000,000....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	"	1887	100 1/2		West Jersey:							
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....		Debiture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	86 1/2
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	97 1/2		1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	99	
Omaha Bridge B'ds, stg \$500,000	2,500,000	8 1/2	Apr. and Oct.	London.	1896	....		1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
Union Pacific (Central Div.):								1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
1st Mortgage gold, tax free.....	1,600,000	6 1/2	May and Nov.	New York.	1895	....		2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	....	95
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'78	....		Consolidated Mortgage.....	1,000,000	7	"	"	1899	105 1/2
Union Pacific, S. Br. (M. K. & T.):								West Wisconsin:							
1st Mortgage gold, skg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1899	....		1st Mort. land gr. gold skg fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1887	....
Union & Titusville (O. C. & A. Riv.):								1st Mort. (Southern Extension).	640,000	7 1/2	"	"	1902	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....		White Water Valley:						
United N. J. R. R. & Canal Cos:								1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	98		Wico Mico and Pocumoke:							
Sterling Loan \$369,200 (U. Co's)	1,846,000	5 1/2	"	London.	1894	....		1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan \$360,000 (")	1,800,000	6 1/2	"	"	1894	....		Williamston and Tarboro':						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....		1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....		Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	....	....		1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	60
Sterling S. F. \$262,000 (C. & A.)	1,310,000	6 1/2	Feb. and Aug.	London.	1880	....		Wilmington and Reading:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	99		1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	50	
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	100		2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	10	
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	104 1/2		Wilmington and Weldon:							
Loan of '75 (N. J. R. R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....		Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	....
Loan of '78 (")	450,000	6	"	"	1873	....		Sterling Bonds.....	221,400	7 1/2	May and Nov.	"	1886	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....		Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	99 1/2
Utah Central:								Wilmington and Western (Del.):							
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....		1st Mortgage.....	500,000	7 1/2	J. A. J. & O.	Phil. & Wilm.	1892	....
Utah Southern:								Winona & St. Peter (C. & N. W.):							
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....		1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	60
Utica and Black River:								2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	55	
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....		Extension mortgage bonds.....	4,875,000	7 1/2	June & Dec.	"	1906	....
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....		Wisconsin Central:						
Utica, Ithaca and Elmira:								1st M. L. G. gold S. F. \$25,000pm	4,618,500	7 1/2	Jan. and July.	Boston.	1901	52	
1st Mortgage gold, skg fund.....	25,000pm	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....		Worcester (Md.):						
Vermont Cent.—See Central Vt.								1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Vermont and Massachusetts:								Worcester and Nashua:							
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	99 1/2		Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2		Plain Bonds.....	185,300	6	Various.	"	'81-'87	96	
Convertible bonds.....	150,000	7	"	"	1881	103		Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107	
Vicksburg and Meridian:								CANAL BONDS.							
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....		Chesapeake and Delaware:						
General 2d series (blue).....	850,000	7	"	"	1890	....		1st Mortgage sinking fund.....	1,983,750	6	Jan. and July.	Philadelphia.	1886	86
Mortgage 3d series (black).....	138,000	7	"	"	1890	....		Chesapeake and Ohio:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....		Sterling Loan guaranteed.....	4,375,000	5 1/2	J. A. J. & O.	London.	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....		Preferred Bonds (next lien)...	1,699,500	6	Jan. and July.	Baltimore.	1885	116 1/2
Vineyard:								Delaware Division (L. C. & N.):							
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....		1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Virginia & Tennessee (A. M. & O.):								Delaware and Hudson:							
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	....		1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	....
4th Mortgage.....	870,000	6	March & Sept.	"	1900	....		regis. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	109 1/2
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....		tered. (3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	107 1/2
Funded Interest.....	226,300	8	"	"	1880	....		Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	108
Income Mortgage (fundable).....	93,500	8	"	"	1886	....		Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Wallkill Valley (Erie):								Lehigh Coal and Navigation:							
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	....		Mortgage Loan of 1877.....	782,779	6	June & Dec.	Philadelphia.	1877	96
Warren (D. L. & W.):								Convertible Bonds.....	132,550	6	"	"	1882	96	
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....		Convertible Loan, gold.....	836,500	6 1/2	March & Sept.	"	1894	106
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....		1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	101 1/2
Warren & Franklin (O. C. & A. R.):								1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	100 1/2	
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	82		Mortgage (equip.) Loan, gold....	4,757,000	6 1/2	June & Dec.	"	1897	102	
Warwick Valley (Erie):								Consolidated Mortgage.....	66,000	6	"	"	1911	....
1st Mortgage.....	80,000	7	Apr. and Oct.	New York.	1880	....		Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	....
Wasatch and Jordan Valley:								Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mortgage.....	150,000	9 1/2	May and Nov.	New York.	1893	....		Monongahela Navigation:						
Wash'gton City, Va. Mid. & Gt. So:								1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	76 1/2		Morris and Banking:							
2d Mort. (")	350,000	7	"	"	1891	....		1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	102
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	90		2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875										

^a asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." "b,"

[illegible]

[illegible]

Dec. 31, 1874	120.0	18.1	27.9	62	68	41,148	Maine Central	9,781,103	1,660,879	1,187,400	1,187,400	292,719	3,602,000	7,323,879	1,302,511	603,460	357.01	248,228	357.01	248,228	100.40
Mar. 31, 1874	22.4	3.7	4.1	...	...	...	Manchester and Lawrence	825,000	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Sept. 30, 1874	25.3	4.1	4.7	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	70.7	80.0	64.4	1,102.3	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	106.8	60.4	64.4	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	97.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	92.8	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0	26.0	...	...	...	Manchester and Lawrence	844,591	1,001,580	72,124	72,124	62,902	1,001,580	440,000	38,920	89,106	26.0	77,949	26.0	77,949	100.40
Dec. 31, 1874	67.0	26.0																			

date	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			
		Rate.	Paid.	Market Price.	
RAILROAD STOCKS:					
Atlantic and Great Western, pref...	10,000,000	7	7	100	
Atlantic, Mississippi and Ohio, pref...	800,000	7	7	100	
Atlantic, Mississippi and Ohio, guar.	276,200	7	7	100	
Atlantic and Pacific, preferred	10,000,000	7	7	100	
Atlantic and St. Lawrence, * guar.	3,994,900	7	7	100	
Baltimore and Ohio, * preferred	8,562,800	6	6	100	
Berkshire, * guaranteed	600,000	7	7	100	
Blossburg and Corning, * guaranteed	250,000	6	6	100	
Boston, Concord and Montreal, pref.	800,000	7	7	100	
Buffalo, New York and Erie, * guar.	950,000	7	7	100	
Catawissa, * pref. and guar.	1,159,500	7	7	100	
Camden and Amboy, * guaranteed	5,847,800	10	10	100	
Camden and Atlantic, preferred	838,469	7	7	100	
Cayuga and Susquehanna, * guar.	689,110	9	9	100	
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7	100	
Central of New Jersey, * guar.	20,000,000	10	10	100	
Central Ohio, * preferred	411,550	6	6	100	
Chemung, * guaranteed	380,000	6	6	100	
Cheshire, preferred	2,153,200	7	7	100	
Chicago and Alton, * preferred	2,425,400	10	10	100	
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	100	
Chicago and North-Western, pref.	2,454,113	7	7	100	
Cinc., Sand and Cleveland, pref.	429,000	6	6	100	
Cleveland and Mahoning, * guar.	1,259,200	7	7	100	
Cleveland and Pittsburgh, * guar.	11,250,150	7	7	100	
Cumberland Valley, 1st preferred	241,800	8	8	100	
" 2d preferred	243,000	8	8	100	
Dayton and Michigan, pref. & guar.	922,400	8	8	100	
Delaware, * guaranteed	1,315,590	6	6	100	
Detroit and Milwaukee pref. & guar.	2,617,140	6	6	100	
Dubuque and Sioux City, * guar.	5,000,000	3	3	100	
Dubuque South-Western, pref.	680,515	6	6	100	
Eastern (N. H.), * guaranteed	492,500	6	6	100	
Elmira, Jeff. and Canad. * guar.	500,000	5	5	100	
Elmira & Williamsport, pref. & * guar.	500,000	5	5	100	
" com. & * guar.	500,000	5	5	100	
Erie Railway, preferred	8,538,910	7	7	100	
Erie and Pittsburgh, * guar.	2,000,000	7	7	100	
Evansville and Crawfordsville, pref.	100,000	7	7	100	
Hannibal and St. Joseph, pref.	2,167,700	7	7	100	
Harrisburg and Lancaster, * guar.	1,152,550	7	7	100	
Housatonic, preferred	1,180,000	8	8	100	
Huntington & Broad Top Min. pref.	190,750	7	7	100	
Jeff., Md. & Indianapolis, * guar.	2,000,000	7	7	100	
Joliet and Chicago, * guar.	1,500,000	7	7	100	
Joliet and Northern Indiana, * guar.	300,000	8	8	100	
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8	100	
Louisv., Cincinnati and Lex. pref.	8,101,650	9	9	100	
Marietta and Cincinnati, 1st pref.	4,436,250	6	6	100	
" 2d pref.	553,500	10	10	100	
Mich. Southern, (Lake Shore) guar.	325,375	10	10	100	
Mill Creek, * guaranteed	12,274,483	7	7	100	
Milwaukee and St. Paul, preferred	8,356,450	8	8	100	
Mine Hill, * guaranteed	2,000,000	7	7	100	
Montclair, * guaranteed	15,000,000	7	7	100	
Morris and Essex, * guar.	2,000,000	10	10	100	
Nesquehoning Valley, * guar.	1,000,000	7	7	100	
Newark and New York, * guar.	605,000	10	10	100	
Newcastle and Beaver Valley * guar.	7,295,200	10	10	100	
New Jersey, * guaranteed	971,400	10	10	100	
New London Northern, * guar.	1,500,000	8	8	100	
New York & Harlem, * pref. & guar.	8,500,000	8	8	100	
" com. & guar.	1,000,000	6	6	100	
Niagara Br. & Canandaigua, * guar.	105,000	8	8	100	
North Eastern (S. O.), preferred	1,000,000	8	8	100	
Norfolk and Western, * guar.	2,823,400	10	10	100	
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	100	
" 2d pref.	2,000,000	8	8	100	
Ohio and Mississippi, preferred	4,030,000	9	9	100	
Oswego and Syracuse, * guar.	1,144,400	7	7	100	
Panama, guaranteed	7,000,000	12	12	100	
Patterson and Hudson, * guar.	630,000	8	8	100	
Penn. and Highstown, * guar.	342,000	6	6	100	
Peoria and Bureau Valley, * guar.	1,200,000	8	8	100	
Philadelphia and Erie, preferred	2,400,000	12	12	100	
Phila. Germantown & Norristown, * guar.	2,231,900	10	10	100	
Philadelphia and Reading, * pref.	1,561,687	10	10	100	
Philadelphia and Trenton, * guar.	1,259,100	10	10	100	
Pittsburg, Ft. Wayne & Chic. * guar.	22,214,285	7	7	100	
Pittsfield and North Adams, * guar.	450,000	5	5	100	
Portland, Saco & Portsmouth, * guar.	1,500,000	10	10	100	
Rocheater & Genesee Valley, * guar.	557,580	7	7	100	
Rutland, * preferred and guaranteed	4,300,000	7	7	100	
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	7	100	
St. Louis, Jacksonv. & Ch., pf. & guar.	1,054,100	7	7	100	
St. Louis, Kansas City & Nor., pref.	12,000,000	6	6	100	
Schuylkill Valley, * guaranteed	676,000	5	5	100	
Shamokin V. & Pottsville, * guar.	889,450	6	6	100	
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	100	
" 2d pref.	1,000,000	7	7	100	
Toledo, Wabash and Western, pref.	1,000,000	7	7	100	
Warren, * guaranteed	1,800,000	7	7	100	
CANAL STOCKS.					
Delaware Division, * guar.	1,633,350	8	8	100	
Delaware and Raritan, * guar.	5,847,500	10	10	100	
Morris, preferred and * guaranteed	1,175,000	10	10	100	
" com. and * guar.	1,595,000	4	4	100	
Schuylkill Navigation preferred	2,808,977	6	6	100	

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 47 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 45; Scrap Wrought, 48 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton 22 @ — —
Gartsherrie.....32 @ — —
Summerlee.....@ — —
Carnbroe.....@ — —
Langloan.....@ — —
Glenarnock.....@ — —
Eglington.....29 60 @ 30 —
Fig, American, No. 1.....26 @ — —
Fig, American, No. 2.....23 @ 24 —
Fig, American, Forge.....22 @ 23 —
Bar, Refined, English and American.....@ — —
Bar, Swedes, assorted sizes.....(gold) @ 110 —

(STORE PRICES.)
Bar, Swedes, ordinary sizes.....130 @ 140 —
Bar, Swedes, Plow sizes.....@ — —
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch 1 to 1 in.....60 @ — —
Bar Refined, 1½ to 6 by ½ & 5-16 in.....65 @ — —
Bar Refined, 1 & 1½ by ½ & 5-16.....65 @ — —
Large Rounds, 2½ to 3½ @ 4 in.....67 50 @ 75 —
Scroll.....77 50 @ 122 50 —
Ovals and Half-round.....72 50 @ 82 50 —
Band, 1 to 6 in. by 3-16 to No. 12.....72 50 @ 77 50 —
Horse Shoe.....85 @ 90 —
Rods, 1 to 3-16 inch.....62 50 @ 110 —
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....82 50 @ 132 50 —
Nail Rod.....per lb. — 74 @ 8 —
Sheet Russia, as to assortment.....(gold) — @ 13 —
Sheet, Single, D. and T. Common.....4 @ 41 —
Sheet, Doubles and Trebles, Charcoal.....5 @ 54 —
Sheet Galvanized 1st and 2d quality.....List 20 to 35 p. c. disc.
Rails, English.....(gold).....per ton 48 @ 50 —
Rails, American, at Works in Penna. c'y. 47 @ 52 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)
English, Cast, (2d and 1st quality).....per lb. — 14 @ — 17
English Spring (2d and 1st quality).....— 6½ @ — 7
English Billet (2d and 1st quality).....— 9 @ — 14
English Machinery.....— 104 @ — 11
English German (2d and 1st quality).....— 104 @ — 114
American Billet.....— @ — 9
American, Cast, Tool.....— @ — 16
American, Cast Spring.....— @ — 10
American Machinery.....— @ — 11
American German Spring.....— @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent. ad val.
10d. to 60d. Com. Fence & Sheath per keg. 3 20 @ 3 25
8d. and 9d. " 3 45 @ 3 55
6d. and 7d. " 3 70 @ 3 75
4d. and 5d. " 3 95 @ 4 20
3d. and 4d. Light.....4 70 @ 4 95
3d. Fine.....5 45 @ 5 70
Cut Spikes, all sizes.....6 20 @ 6 45
2d. Spikes, all sizes.....3 45 @ 3 70

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 1 to 10 cents per pound.
Blanca.....(gold) per lb. — 23½ @ — 24
Straits.....(gold).....— 18½ @ — 19
English, L. & F.....(gold).....— @ — 19
English, Refined.....(gold).....— @ — 19
Plates—Fair to good brands.....Gold.
I. C. Charcoal.....per box. 7 87½ @ 8 12½
I. C. Coke.....6 70 @ 7 —
Coke Terne.....6 50 @ 6 75
Charcoal Terne.....7 25 @ 7 37½

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.
Crude 40@45 gravity (in bulk).....@ — — 5½
Crude 40@47 gravity (in shipping order).....8½ @ — 9
Refined, Standard White (in ship's order).....@ — 11½
Refined, S. W. (in jobbing lots).....12 @ — —
Refined, S. W. (in tin).....16 @ — 18
Naptha, Refined (65@73 gravity).....9 @ — —
Residium.....(in shipping order) per gall. — 6½ @ — 7

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.
Copper, New Sheathing, (over 12 oz.) per lb. — @ — 30
Copper, Bolts.....@ — 31
Copper, Braziers' (over 16 oz.).....@ — 31
Copper, Nails.....38 @ — 39
Copper, Old Sheathing, &c., mixed lots.....19 @ — 21
Copper, American Ingot Lake.....23½ @ — 23½
Copper, English Pig.....@ — —
Yellow Metal, New Sheathing & bronze.....@ — 22
Yellow Metal, Bolts.....@ — 28
Yellow Metal, Nails, Sheathing & Slatting.....@ — 22

LEAD—Duty: Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.
Spanish Ordinary.....(gold) per 100 lb. — 6½ @ — —
German Ordinary.....(gold).....6½ @ — —
English.....(gold).....7 @ — —
Foreign Refined.....7 12½ @ — —
Domestic.....(gold) 5 90 @ 6 —

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.
Liverpool Gns Cannel.....12 @ — —
Liverpool House Cannel.....17 @ — —
Anthracite (by cargo).....per ton of 2,000 lb. 5 25 @ 6 50

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

W.18.Th.19.F.20.Sat.21.M.22.Tu.24.

Allegheny Val. 7 3-10s.....	91				
Camden & Am. 6s, 1883. 99½	99				
6s, 1889.....	104				
Mort. 6s, 1889.....	104½				
Camden and Atlantic.....					
Preferred.....					
1st mortgage.....					
2d mortgage.....					
Catawissa.....					
Preferred.....	43				
New preferred.....	40				
7s, new.....	40½				
Elmira & Williamsport.....					
Preferred.....					
7s, new.....	102½				
Hunt & B. Top Mt.....					
Preferred.....					
2d mortgage.....					
Lehigh Navigation.....	51½	51½	51½	51½	51½
6s, 1877.....					
6s, 1884.....	101½				
Gold Loan.....	102				
Railroad Loan.....	100½				
Conv. Gold Loan.....	100½				
Lehigh Valley.....	63	63	63	63	62½
6s, new, coupon.....					
6s, new, registered.....					
7s, new.....	111½				
Little Schuylkill.....	50½				
7s, new.....					
Minehill & Sch. Haven.....	53½	53½			53½
North Pennsylvania.....					
1st mortgage 6s.....	102½				102½
2d mortgage 7s.....					
Chattel 10s.....					
Gen'l mort. 7s, coup.....	103½				
Northern Central.....					
Oil Creek & Alleg. Riv. 9½	9½				9½
7s, new.....					
Pennsylvania R. R.....	50½	50½	50½	50½	50½
1st mortgage.....	104½				
Gen'l mortgage.....	100½				
Gen'l mort. reg.....	103½				
Penn. State 6s, 2d series.....	104				
Penn. State 6s, 3d series.....	110½				
Philadelphia City, 6s.....	104				
6s, new.....	107½	107½	107½	108	107½
Phila. and Reading.....	55½	55½	55½	56	56½
Debenture bonds.....					
7s, of 1893.....					
7s, new, convertible.....				108	108
Gen'l mortgage.....	107				
Gen'l mortgage, reg.....	107				
Philadelphia and Erie 20½	20½	20½	21	20½	20½
1st mortgage, 6s.....					
2d mortgage, 7s.....	87	87	87		87½
Schuylkill Navigation.....					
Preferred.....					
6s, 1872.....					15
6s, 1876.....					
6s, 1882.....					
United Co. of N. Jersey 130	130	130			130½
Hestonville, (Horse).....	27½				27½
Chestnut & Wal. (do.).....					
Green and Coates (do.).....					
2d and 3d streets (do.).....	76				
Spruce and Pine (do.).....					
15th and 16th sts. (do.).....	34				34

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

W.18.Th.19.F.20.Sat.21.M.22.Tu.24.

Baltimore City 6s, 1880.....					
6s, 1890.....	104½				
6s, 1884.....					105
6s, 1900.....					
6s, 1900, new.....					
Baltimore and Ohio.....					
6s, 1880.....					
6s, 1885.....					
Central Ohio.....					
1st mortgage.....	99½				
Marietta & Cincinnati.....					
1st mortgage, 7s.....					105
2d mortgage, 7s.....				98½	98½
3d mortgage, 8s.....	80	80½		80	
Northern Central.....					
2d mortgage, 6s, 1885.....	98½				
3d mortgage, 6s, 1900.....					
6s, 1900, Gold.....	98½				98½
Orange and Alex. 1st.....					
2d mortgage, 6s.....					
3d mortgage, 8s.....	104½				
4th mortgage, 8s.....					
O., Alex. & Manassas 7s.....				76½	76½
Estab. & Connellaw. 7s. 97½				97½	98
Rich. & Danville 1st.....					
Virginia 6s, Consol.....	60	60			87
Coupons.....	87	87½			87½
Deferred Certificates.....	5½			5½	
Western Maryland.....					
1st M., end. by Balt.....					
2d M., do.....					
3d M., do.....					
1st M., unendorsed.....					
2d M., end. Wash. Co.....					
2d Mort., preferred.....					
Wilm., Ocl. & Ang. 7s.....				60	
City Passenger R. R.....					

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.
Th.19.F.20.Sat.21.M.23.Tu.24.W.25.

Adams Express.....	101	102	101	102	101	102
Albany and Susq.....	111	111	110	111	111	110
1st mortgage.....	111	111	110	111	111	110
2d mortgage.....	111	111	110	111	111	110
American Express.....	60	60	60	60	60	60
Am. Dock and Imp. 7s.....	13	13	13	13	13	13
Atlantic & Pacific pref. 21	20	20	20	20	20	20
Bost. Hart. & Erie 1st.....	40	40	40	40	40	40
Burl. O. R. & Minn. 1st.....	40	40	40	40	40	40
Canton Co.....	111	111	111	111	111	111
Central of N. Jersey.....	111	111	111	111	111	111
1st mortgage, new.....	110	110	110	110	110	110
7s, consolidated.....	109	109	109	109	109	109
7s, convertible.....	110	110	110	110	110	110
Central Pacific 6s, gold. 103	103	103	103	103	103	103
1st M. (San Joaquin).....	91	91	91	91	91	91
1st M. (Cal. and Or.).....	90	90	90	90	90	90
Ches. and Ohio 1st M.....	89	89	89	89	89	89
Chicago and Alton.....	104	104	104	104	104	104
Preferred.....	103	103	103	103	103	103
1st mortgage.....	103	103	103	103	103	103
Sinking Fund.....	103	103	103	103	103	103
Income bonds.....	103	103	103	103	103	103
Chic. Burl. & Quincy.....	118	118	118	118	118	118
7s, Consol. 1893.....	107	107	107	107	107	107
8s, 1893.....	107	107	107	107	107	107
Chic. & Milwaukee 1st.....	98	98	98	98	98	98
Chic. Mil. and St. Paul. 37	38	38	38	37	38	38
Preferred.....	64	64	65	64	64	64
1st mortgage, 5s.....	108	108	108	108	108	108
2d mortgage, 7 3-10s.....	92	92	92	92	92	92
7s, gold.....	103	103	103	103	103	103
1st M. (La Crosse div.) 93	93	93	93	93	93	93
1st M. (I. and M. div.).....	103	103	103	103	103	103
1st M. (I. and D. div.).....	103	103	103	103	103	103
1st M. (H. & D. div.).....	103	103	103	103	103	103
1st M. (C. & M. div.).....	103	103	103	103	103	103
Consolidated 7s.....	70	70	70	70	70	70
Chic. & Northwestern 42	42	42	42	41	41	41
Preferred.....	56	56	56	57	57	57
1st mortgage.....	101	101	101	101	101	101
Sinking Fund.....	101	101	101	101	101	101
Consolidated 7s.....	98	98	98	98	98	98
Consol. Gold bonds.....	87	87	87	87	87	87
Chic. Rock Isl. & Pac. 109	108	108	108	108	108	108
7s, 1890.....	108	108	108	108	108	108
Clev., Col. & Ind. 53	55	55	55	54	54	54
1st mortgage.....	106	106	106	107	107	107
Clev. & Pittsburg guar.....	90	90	90	90	90	90
7s, Consolidated.....	106	106	106	106	106	106
4th mortgage.....	106	106	106	106	106	106
Clev., P. and Ash. 7s.....	106	106	106	106	106	106
7s, new.....	106	106	106	106	106	106
Clev. and Tol. S. F.....	106	106	106	106	106	106
Col., Chi. & Ind. Cent.....	4	4	4	4	4	4
1st mortgage.....	43	43	43	43	43	43
2d mortgage.....	43	43	43	43	43	43
Consol. Coal of Md.....	46	46	46	46	46	46
Del. & Hudson Canal 120	120	120	120	120	120	120
Reg. 7s, 1891.....	103	103	103	103	103	103
Reg. 7s, 1884.....	103	103	103	103	103	103
7s, 1894.....	108	108	108	108	108	108
Del., Lack. & Western 121	121	121	121	120	121	121
2d mortgage 7s.....	108	108	108	108	108	108
7s, Convertible.....	108	108	108	108	108	108
Det., Mon. & Tol. 1st.....	103	103	103	103	103	103
Det. of Columbia 3-6s.....	103	103	103	103	103	103
Erie Railway.....	15	15	15	15	15	15
Preferred.....	30	30	30	30	30	30
1st mortgage.....	42	42	42	42	42	42
2d mortgage.....	42	42	42	42	42	42
3d mortgage.....	42	42	42	42	42	42
4th mortgage.....	42	42	42	42	42	42
5th mortgage.....	42	42	42	42	42	42
Great Western 1st mort.....	53	53	53	53	53	53
2d mortgage.....	53	53	53	53	53	53
Hannibal & St. Joseph, 24	25	24	24	24	24	24
Preferred.....	80	80	80	80	80	80
8s, Convertible.....	84	85	85	85	85	85
Hudson River 2d mort.....	98	98	98	98	98	98
Illinois Central.....	98	98	98	98	98	98
Kansas Pacific.....	103	103	103	103	103	103
Lake Shore & Mich. So. 60	61	61	61	61	61	61
Consol. 7s.....	103	103	103	103	103	103
Consol. 7s, reg.....	103	103	103	103	103	103
2d Consolidated.....	103	103	103	103	103	103
Lake Shore Div. bonds. 102	103	103	103	103	103	103
Long Dock bonds.....	103	103	103	103	103	103
L'ville & Nash. 7s Cons.....	103	103	103	103	103	103
Michigan Central.....	63	64	64	65	66	66
7s, 1902.....	103	103	103	103	103	103
8s, 1892.....	115	115	115	115	115	115
M. S. and N. I. 1st, S.F.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
Morris and Essex.....	102	102	102	102	102	102
1st mortgage.....	114	114	114	114	114	114
2d mortgage.....	114	114	114	114	114	114
7s of 1871.....	100	100	100	100	100	100
7s, Convertible.....	100	100	100	100	100	100
7s, Consolidated.....	104	104	104	104	104	104
N. Y. Cent. & Hud. Riv. 104	104	104	104	104	104	104
7s, Sinking fund, 1876.....	101	101	101	101	101	101
6s, Sinking fund, 1883. 102	103	103	103	103	103	103
6s, Sinking fund, 1887.....	102	102	102	102	102	102
1st mortgage.....	116	116	116	116	116	116
1st mortgage, reg.....	112	112	112	112	112	112
Preferred.....	112	112	112	112	112	112
1st mortgage.....	112	112	112	112	112	112
1st mortgage, reg.....	112	112	112	112	112	112

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.
Th.19.F.20.Sat.21.M.23.Tu.24.W.25.

New Jersey.....	130	130	130	130	130	130
N. Y., N. Haven & Hart.....	145	145	145	145	145	145
North Missouri 1st M.....	59	59	59	59	59	59
Ohio and Mississippi 19	19	19	19	19	19	19
Preferred.....	72	72	72	72	72	72
2d mortgage.....	72	72	72	72	72	72
Consolidated 7s.....	96	96	96	96	96	96
Consol. Sinking fund.....	96	96	96	96	96	96
1st M. (Springfield D.).....	38	38	38	38	38	38
Pacific Mail S. S. Co. 38	38	38	38	38	38	38
Pacific R. R. of Mo. 48	48	48	48	48	48	48
1st mortgage.....	91	91	91	91	91	91
2d mortgage.....	48	48	48	48	48	48
Pacific 7s, guar. by Mo. 48	48	48	48	48	48	48
Panama.....	132	124	141	141	141	141
Pitts., Ft. W. & Chi. gtd. 98	98	98	98	98	98	98
1st mortgage.....	112	112	112	112	112	112
2d mortgage.....	106	106	106	106	106	106
3d mortgage.....	106	106	106	106	106	106
Quicksilver Mining Co. 16	16	16	16	16	16	16
Preferred.....	102	102	102	102	102	102
St. L., Alton and T. H.....	102	102	102	102	102	102
1st mortgage.....	102	102	102	102	102	102
2d mort. preferred.....	102	102	102	102	102	102
Income bonds.....	102	102	102	102	102	102
St. L., Iron Mt. & S'thn.....	61	61	61	61	61	61
2d mortgage.....	61	61	61	61	61	61
St. L., Jack. & Chi. 1st.....	61	61	61	61	61	61
St. L., Kan. City & N.....	61	61	61	61	61	61
Preferred.....	30	30	30	30	30	30
Tol., P. & War. 1st E.D.....	124	124	124	124	124	124
1st mort., West. Div.....	124	124	124	124	124	124
Tol., Wab. & Western. 6	6	6	6	6	6	6
Preferred.....	6	6	6	6	6	6
1st mortgage.....	6	6	6	6	6	6
2d mortgage.....	6	6	6	6	6	6
7s, Consolidated.....	102	102	102	102	102	102
St. Louis Division.....	102	102	102	102	102	102
Union Pacific.....	73	73	73	73	73	73
1st mortgage.....	102	102	102	102	102	102
Land Grant 7s.....	99	99	100	100	100	100
Sinking Fund 8s.....	98	98	97	97	97	97
United States Express.....	43	43	44	44	44	44
Warren.....	101	101	101	101	101	101
Wells-Fargo Express.....	80	80	80	80	80	80
Western Pacific bonds.....	84	84	84	84	84	84
Western Union Tel. 84	84	84	84	84	84	84
7s.....	84	84	84	84	84	84

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.
Th.19.F.20.Sat.21.M.23.Tu.24.W.25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.					
Atch., Top. and San. Fe.....	67	67	66½	67	67
1st mortgage.....	67	67	66½	67	67
Land Grant 7s.....	67	67	66½	67	67
Income 12s.....	137	137	138	138½	138
Boston and Albany.....	137	137	138	138½	138
7s.....	137	137	138	138½	138
6s, 1895.....	137	137	138	138½	138
Boston and Lowell.....	125	125	125	125	125
7s.....	125	125	125	125	125
Boston and Maine.....	116½	116½	117	117	117
Boston and Providence.....	155	155	155	155	155
Boston, Hart. & Erie 7s.....	155	155	155	155	155
Boston Water Power.....	14	14	14	14	14
Burl. & Mo. R. in Iowa.....	101	101	101	101	101
Land Grant 7s.....	101	101	101	101	101
Burl. & Mo. R. in Neb.....	101	101	101	101	101
8s, old.....	101	101	101	101	101
Carthage and Burl. 8s.....	101	101	101	101	101
Cary Improvement.....	3½	3½	3½	3½	3½
Chi., Burl. and Quincy 117	117	118	113½	113	105
7s.....	117	118	113½	113	105
Cin., Sand. and Clev. 12	12	12	12	12	12
Concord.....	101	101	101	101	101
Connecticut River.....	57	57	58	59	59
Eastern.....	57	57	58	59	59
7s, Sinking Fund.....	90	90	90	90	90
Fitchburg.....	125	125	130	130	130
Ind., Cin. & Lafayette.....	63	64	65	65	65
Michigan Central.....	63	64	65	65	65
Nashua and Lowell.....	81	81	81	81	81
Northern, N. H.....	92	92	92	92	92
Norwich & Worcester.....	92	92	92	92	92
Ogden. & Lake Champ.....	92	92	92	92	92
Preferred.....	114	114	114	114	114
Old Colony.....	114	114	114	114	114
7s, 1877.....	61	61	61	61	61
Ph. Wil. & Baltimore.....	61	61	61	61	61
Portl'd, Saco & Ports.....	107	107	107	107	107
Ports, Gt. Falls & Con.....	107	107	107	107	107
Pullman Palace Car.....	94	94	94	94	94
Union Pacific.....	73	73	73	73	73
6s.....	101	101	101	101	101
Land Grant 7s.....	97	97	97	97	97
Sinking Fund 8s.....	92½	93	93	93	93
Vermont and Canada.....	92½	93	93	93	93
Vermont and Mass.....	97	97	97	97	97
Worcester and Nashua.....	97	97	97	97	97
Cambridge (Horse).....	97	97	97	97	97
Metropolitan (").....	97	97	97	97	97
7s.....	97	97	97	97	97
Middlesex (").....	97	97	97	97	97
Central Mining Co.....	97	97	97	97	97
Calumet and Hecla.....	156	157	160	160	160
Copper Falls.....	156	157	160	160	160
Franklin.....	14	14	14	14	14
Quincy.....	40	40	40	40	40

\$34,958,085 on the previous return. The City bank exchanges in currency during the week, were \$317,911,173, or a daily average of \$52,985, 195. The customs revenue of the port, during the week, was \$2,362,000. The City banks reported their average of gold last week at \$12,385, 700, and their greenback average at \$70,390,700. Their deposits stood at \$246,176,800. The loan item was \$282,961,200. The circulation was \$12,234,500.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$21,232, 200.

The aggregate of the outstanding U. S. currency, of all denominations, August 1, was \$416,456, 124. The outstanding amount of legal tender notes is \$374,755,108. The National bank circulation is now \$346,662,878, including \$2,640,000 of national gold bank notes.

On Tuesday, the cash balances of the Treasury Department at Washington were of Currency, \$3,491,875; special deposit of legal tenders for the redemption of certificates of deposit, \$69,345,000. Coin, \$70,738,807. Coin certificates, \$18,561,000.

The week's import entries of Foreign Merchandise at New York, were \$7,600,230, and included of dry goods \$2,769,032.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 17 millions.

Gold has been somewhat brisker within the extremes of 113@114½. The speculative inquiry was stimulated by the reports from Europe relative to the threatening aspect of affairs in the East. The export drain has been light; and the customs call moderate. The extremes of the week have been 113@114½, closing on Wednesday at 113½ as against 113½, on Wednesday of the preceding week. The specie outflow last week was only \$622,978 against \$1,572,520 the previous week. The imports of specie at this port since Jan. 1, have been \$8,223,594, against \$3,105,000 same time last year. The customs demand for Gold last week averaged \$393,666. Foreign Exchange has been in fair demand and quoted rather firmer. Bankers' sixty day bills on London closed on Wednesday at \$4 86½@ \$4 87½; sight bills on London at \$4 89@ \$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,907,355. The week's imports of Dry Goods and general merchandise were to the specie value of \$7,600,230 against \$6,871,325 same week last year.

Government Securities varied in price, in sympathy with the fluctuations in Gold. A good investment prevailed through the week at the ruling figures. The later dealings indicated a firm market. Washington, advices say that Secretary Britton decides in reference to the 5 20s of 1865, May and November, and the 5 20s of 1865, January and July that:—The books and records of the department show that the 5 20s of 1865, May and November, (known as the old 1865s,) were the first of these two loans issued, the date of issue being Oct. 21, 1865; while the consols of 1865, January and July, (known as new 1865s,) although the bonds bear on their face the date of July 1, 1865, were not issued until Oct. 6, 1866.

Therefore it follows that the 5-20s, of 1865, May and November, (known as the old 1865s,) being the first issued under the law, must be the first called. The date given on the face of bonds is not to be taken as the date of issue, but the fact as established by records of the department in the application of the law.

U. S. sixes of 1881 closed on Wednesday of this week at 121½@122; U. S. Five-Twenties of 1864, at 116@116½; U. S. Five-Twenties of 1865 118¼@118½; U. S. Five-Twenties of 1865, consolidated, 118¼@118½; U. S. Five-Twenties of 1867, 120¼@120½; U. S. Five-Twenties of 1868, 120¼@120½; U. S. Ten-forties at 118½@118¾; U. S. Fives of 1881, (Funding Loan) 116½@116¾; Six per cent. currency Sixes, 123@123¼.

State and Railway bonds have been moderately sought after at generally steady prices. And in the line of Railway and Miscellaneous share property, business has been somewhat brisker, and at the close indicative of a stronger market.

General business has shown more animation in the line of Dry Goods, Groceries, (especially Coffee), Hardware, Boots and Shoes, Leather, Breadstuffs, and Provisions, with prices ruling strong in most instances toward the close. Naval Stores, Petroleum, Tobacco, Cotton, and Wool have been moderately sought, closing rather in favor of purchasers. Fish, Fruit, Hops, Seeds, and East India Goods have been in comparatively limited request. The Metal trade has been somewhat livelier, chiefly in Copper, Iron Rails, and Scrap Iron, at about former rates. Pig Iron has been generally dull, and American quoted weak. Eglinton Pig Iron quoted here at \$29@ \$30; Glengarnock, \$32; Coltness, \$32; No. 1 American Pig at \$26@ \$27; No. 2 do. at \$23 50@ \$25 50; Forge, \$22@ \$23 50; English Rails at \$48@ \$50, gold; American Rails, at works, \$50@ \$53; Old Rails, \$26@ \$27. Wrought Scrap, \$30@ \$32. Ocean freights have been depressed, and quoted lower, leading to a freer movement toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern Interest bonds, 103; South Pacific R. R. of Mo. 6s, 75; Chesapeake and Ohio 1st mort., ex-coupon, 33; Central Pacific Land Grant, 96¾; Dubuque and Sioux City R. R., 65; Rome, Watertown and Ogdensburg R. R., 50; New Southern R. R., 2½; Spring Mt. Coal, 63; Missouri 6s, Asylum, 101¾; do. long bonds, 101¾; Georgia 7s, gold, 100; Tennessee 6s, new, 52; do. old, 53½; Virginia 6s, def. cer., 8¾; Brooklyn 6s, W. L., 102¼. The latest quotations are: Pacific Mail, 39¼@39¾; Western Union Telegraph, 84¼@84¾; Atlantic and Pacific Tel., 19½@20½; Quicksilver Mining, 15½@16; do. pref., 21@23; Mariposa Land and Mining, 10½@12; Adams Exp., 101¼@102½; American Exp., 60@62; U. S. Express, 43½@44½; Wells-Fargo Express, 80@81; Chicago and Alton, 100¼@101; Cleveland and Pittsburg guar., 90@90½; Chicago and Northwestern, 41¼@41¾; do. pref., 56½@57; Chicago, Rock Island and Pacific, 108@108½; Chicago, Milwaukee and St. Paul, 38@38½; do. pref., 64½@64¾; Cleveland, Columbus, Cincinnati and Indianapolis, 53@54½; Columbus, Chicago and Indiana Central, 4¼@4¼; Delaware,

Lackawanna and Western, 121¼@121½; Erie, 15¾@16; Hannibal and St. Joseph, 24@24½; Lake Shore and Michigan Southern, 61¼@61¾; Michigan Central, 65½@66; New York and Harlem, 134¼@135; N. Y. Central and Hudson River, 104½@105; Central of New Jersey, 111@111½; Ohio and Miss., 19¼@19½; Panama, 140@142; Toledo, Wabash and Western, 6@6½; Union Pacific, 73@73¼; do. 1st mort., 102½@102¾; do. 7s, land grant, 100½@100¾; do. sinking fund 8s, 97½@97¾; Central Pacific 6s, gold, 103@103¼.

Philadelphia.—Lehigh Valley Gen'l mort., 6s, 99¾; Wilmington and Reading 1st mort., 50; Pittsburg, Cin. and St. Louis 7s, 74½; Philadelphia and Reading Coal and Iron debenture bonds, 83½; do. mort. bonds, 90¼; Pennsylvania and New York 7s, 105¾; Belvidere Delaware 2d mort., 97; Schuylkill Nav. div. scrip, 69; do. Imp. Loan, 92; do. 6s, 1895, 79; Nesquehoning Valley R. R., 56; Delaware Division Canal, 51; East Pennsylvania R. R., 39½; Pittsburg 7s, 107½. The latest quotations are: City 6s, 104@104½; do. free of tax, 107¾@108; Pennsylvania State 6s, 2d series, 105½@—; do. 3d series, 110½@111; Philadelphia and Reading, 56½@56¾; do. Gen'l mort. 7s, coup., 106½@107½; do. reg., 106¾@107½; do. mort. 6s, 1880, 102½@104; do. 7s, new conv., 107½@109; do. 7s, 1893, 108½@—; United New Jersey R. R. and Canal Co., 130@130½; Camden and Amboy mort. 6s, 1889, 104@104½; Pennsylvania R. R., 50½@50¾; do. 1st mort., 104@105; do., general mort. coupon, 100¼@101; do. reg., 103¾@103¾; Little Schuylkill R. R., 50@51; Morris Canal, 50@—; do. pref., 125@128; do. 6s, 102¼@102½; Susq. Canal, 7@—; do. 6s, 77@78½; Schuylkill Nav., 7¼@8; do. pref., 15@15½; do. 6s, 1882, 82@82½; do. 1872, 95@98; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 102½@103; do. 5s, 60@—; Lehigh Coal and Navigation, 51¼@51¾; do. 6s, 1884, 101@101½; do. R. R. Loan, 100¾@101¾; do. Gold Loan, 102@102½; North Pennsylvania, 53@53½; do. 6s, 102¼@102½; do. 7s, 106@107; do. Chattelle 10s, —@—; do. Gen'l mort. 7s, 103@103½; Philadelphia and Erie, 20¾@21; do. 6s, 98½@99½; do. 7s, 87¼@87¾; Minehill, 53@53¾; Catawissa, 19½@20; do. pref., 43@44; do. new pref., 40½@40¾; do. 7s, 1900, 104½@105; Lehigh Valley, 62¾@62¾; do. 6s, new coupon, 103@103½; do. reg., 103@—; do. 7s, 111¼@—; do. 6s, consol., 99@100; Fifth and Sixth streets (horse), 66@70; Second and Third, 76¼@77; Thirteenth and Fifteenth, 33¾@34; Spruce and Pine, 32@34; Green and Coates, 53@60; Chestnut and Walnut, 94@95; Hestonville, 27¾@27¾; Germantown, 54¾@—.

Boston.—Atchison, Topeka and Santa Fe R. R., 13¾; do 2d mort., 35½; do. income 12s, 94¾; Michigan Central (Air-Line) 8s, 1890, 101; Old Colony R. R. 6s, 1895, 102; Vermont Central 8s, 1891, guar., 60; Portland and Ogdensburg 6s, 1891, Vermont Division, 46; Kalamazoo, Allegan and Grand Rapids 8s, 1885, 97¾; Jackson, Lansing and Saginaw 8s, 1885, 98; Framingham and Lowell 7s, 1890, 89¾; Eastern R. R. 7s, 1884, 87½; do. 7s, S. F., 89¾; Boston and Albany 6s, 1895, 102½; New Bedford R. R., 116¼; Rutland scrip No. 7, 34; Connecticut and Passumpsic Rivers R. R. pref., 50; Boston, Revere Beach and

Lynn R. R., 98½; Metropolitan Horse R. R., 58½; Cambridge Horse R. R., 104½; East Boston Co., 17½; New Hampshire 6s, 104½; Massachusetts 5s, 1895, 111; Chicago 7s, River, 103½; do. sewerage, 103½; Fall River 6s, 1878, 101½; do. 5s, 1894, 101½; St. Louis 1876, 99½; Cincinnati 7 3 10s, 1902, 102½; Providence 5s, 1900, gold, 103½; Cleveland 7s, 1894, 105½; Toledo 6s, 1880, 98½; do. 7s, 1878, 100½; Allouez Mining Co., 18.

Baltimore.—Richmond 6s, 88; Baltimore 6s, 1875, 104; Cincinnati 7 3-10s, 103½; Virginia Peelers, 48½; Atlantic Coal, 2.65. The latest quotations are: Wilmington and Weldon 7s, 98@98½; Wilmington, Columbia and Augusta 7s, 59@60; Richmond and Danville 1st mort., 72@74; Pittsburgh and Connellville 7s, 1898, 97¾@98; Baltimore and Ohio, 174@185; do. 6s, 1880, 104@106; do., 1885, 105½@107; Washington Branch, 128@140; Northern Central, 29½@30; do. 6s, 1877, 100@—; do. 6s, 1885, 100@103; do. 6s, 1900, 98½@98½; do. 6s, 1900, gold, 97½@98½; N. W. Va. 3d mort., 1885, 100@105; Marietta and Cincinnati 1st mort. 7s, 1892, 105@105½; do. 2d mort., 7s, 98½@98¾; do., 3d mort. 8s, 80¼@80¾; Central Ohio, 42¼@43¼; do. 1st mort., 99¼@100; Western Maryland, 5@6; do. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 103@106; do. 2d mort. guar., 103@106; do. 3d mort., guar., 103@103½; do. 2d mort. pref., 87½@90; do. 2d mort. guar. by Washington Co., 90@100; Virginia and Tennessee 2d mort. 6s, 72@80; do. 3d mort. 8s, 72@80; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 75½@76½; do., 3d mort. 8s, 71½@73; do. 4th mort. 8s, 58@58½; Orange, Alex. and Manassas 7s, 76½@77; Baltimore 6s, 1875, 104@104½; do., 1884, 104@104½; do. 1886, 104@105; do. 1890, 104¾@105; do., 1900, 104@106; do. 1902, 104@106; do., 6s, exempt, 104@106; do. 5s, 85@95; Memphis City 6s, 38@40; Maryland Defense 6s, 1883, 108@110¼; do. 6s, 1890, 104@105; do. 6s, exempt, 108@110; do. 5s, 85@100; Virginia coupon 6s, old, 39@41; do. new, 38@40; do. consol. 6s, 60¼@61; Virginia coupons, 87¾@88; West Virginia def. certif., 8¾@9; City Passenger R. R., 27@28½; George's Creek Coal 186@150; Atlantic Coal, 2.60@2.70; Am. Gas Coal, 20@30.

Mr. H. J. Jewett, Receiver of the Erie Railway Company, has filed his statement of accounts in the County Clerk's office, showing his receipts and disbursements since his appointment on the 27th of May last, to the 30th of June. The total receipts (including \$143,622 86 on hand at commencement,) were \$3,192,008; and the total disbursements \$2,759,605 91—leaving a balance on hand June 30, 1875, of \$432,402 09.

The contractors for the construction of the Columbus and Toledo railroad have sub-let the work of preparing the road for the ties, in two sections. Jackson & Russell get the work between Columbus and Delaware, and John W. Rutherford and his associates will take the contract between Delaware and Toledo. Mr. Jackson is from Piqua, Mr. Russell is from Columbus, and Mr. Rutherford is from Louisville.

The Liberty (Va.) Star says that more than one-fifth of the Virginia State debt is owned by the State, and is in effect already paid.

Shortly after 1 o'clock in the afternoon of the 19th inst. the Harlan & Hollingsworth Company, of Wilmington, Del., launched the second and last of the steamships for the Morgan line, which they have been building. The new ship is a consort of the Brashear, which was sent away last week. Her dimensions are 290 feet long, 38 feet in beam and 22 feet in depth of hold. The machinery and general appointments are the same as those of the Brashear. This ship was christened the New York.

At a meeting of the directors of the Canada Central Railway it was decided that the extension from Renfrew to Pembroke should be commenced immediately and completed before January, 1876. In order to do so the Directors have decided to give out the contracts for the Pembroke branch in five mile sections. The location of the extension to French River harbor will also be commenced soon.

The Cumberland (Md.) News, of August 19th says that a force of workmen commenced operation upon the unfinished track of the Salisbury and Baltimore railroad yesterday morning. Work will be pushed vigorously, as it is designed to complete the railroad from its present terminus to the mines of the Cumberland and Elk Lick Coal Company, a distance of four miles, in thirty days.

A narrow gauge railroad has been projected to run from Shelburne Falls, to North Troy, Vermont, a distance of two hundred and forty six miles. The northern end of the route has been surveyed. The estimate of the engineers for building the lower end of the road is \$12,500 per mile, and it is thought that the cost of the upper end will be less.

The iron bridge across the Missouri River at Atchison, Kansas, was fully tested on the 11th inst. Under an aggregate weight of 250 tons, there was a deflection of but 1½ inches, displaying a solidity and firmness unequalled by any bridge ever tested on the river.

Messrs. Keaveny & Buck have finished the last contract taken by them on the Columbia and Port Deposit Railroad. Twelve miles of track will be laid next month on the Columbia end of the road.

The traffic receipts of the Midland Railway of Canada for the week ending July 31, 1875, were \$10,340 36; week ending 31st July, 1874, \$8,980 23; total, traffic to date, \$157,745 34; year previous \$177,417 99—decrease \$19,672 65.

The coupon due July, 1862, on the Preferred Construction bonds of the Chesapeake and Ohio Canal Company, will be paid at Alexander Brown & Sons, Baltimore, on and after 25th inst.

Trains are now running over the Atchison, Topeka and Santa Fe Railroad from Kansas City to Los Animas, Colorado.

Mr. H. H. Carter has been appointed superintendent of the Frederick and Pennsylvania Line Railroad, vice Mr. E. L. Du Barry resigned.

Work has been commenced on the north end of the Massillon and Coshocton Railway.

C. C. Jenks has been elected President of the Sacramento City Railway Co.

Brown, Brothers & Co.,

No. 59 WALL ST., N. Y.,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

Hatch & Foote,

BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

OFFICE OF THE
HANNIBAL AND ST. JOSEPH RAILROAD CO.,
No. 78 BROADWAY, NEW YORK, Aug. 20, 1875.
THE INTEREST MATURING SEPT. 1, 1875, ON the Eight per cent. Convertible Bonds of this company will be paid on presentation of the proper coupons at the Bank of North America, No. 44 Wall st., New York, on and after WEDNESDAY, Sept. 1, 1875.

JOHN P. ACKER, Treasurer.

NEW YORK CITY 7'S,
DUE IN 1886.

JERSEY CITY 7'S,
DUE IN 1905.

CINCINNATI 7-30'S,
DUE IN 1903.

CLEVELAND CITY 7'S,
DUE IN 1894.

ST. LOUIS CITY 6'S,
DUE IN 1886.

MISSOURI STATE 6'S,
DUE IN 1894.

FOR SALE BY

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INVENTORS. If you want a model or sketch and a full description of your invention. We will make an examination at the Patent Office, and if we think it patentable, will send you papers and advice, and prosecute your case. Our fee will be in ordinary cases, \$25. Advice free. Address LOUIS BAGGER & CO., Washington, D. C. Send Postal Card for our "GUIDE FOR OBTAINING PATENTS," a book of 50 pages.

Bridge Building has been going on so extensively all over the North and West during the last ten years that the Detroit Free Press estimates these structures to have cost one hundred and fifty millions of dollars. The bridges across the Missouri river have cost eleven millions, those over the Ohio river sixteen millions, those over the Mississippi river twenty five millions, those at Philadelphia four millions, and the East river bridge at New York, unfinished, six millions.

A certificate of incorporation of the North and South Railway company, of Columbus, Ohio, has been filed with the Secretary of State by John G. Mitchell, G. W. Sinks, John Short, Samuel Thomas, William Neil Dennison and R. P. Woodruff. Capital stock \$50,000 in shares of \$50 each.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Carriages.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
						Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
	m.	No.	No.							P. c.	\$	\$	\$
Sept. 30, '74	9.50	122	43	Albany.....N.Y.	201,244	200,000	60,000		110,953	35,070	100	100	
Sept. 30, '74	1.04			Albany st. Freight (B'ton).Mass.	49,238	75,000			5,238	4,138	100	100	
Sept. 30, '74	25.00	469	87	Atlantic Avenue (Bklyn)...N.Y.	762,670	680,000	655,000	14,407	295,046	63,201	100	100	
Sept. 30, '74	11.83	367	56	Avenue C (N. Y. City)...N.Y.	1,600,000	500,000	900,000	200,000	297,301	49,702	100	100	
Sept. 30, '74	9.25	707	108	Baltimore City (Balt.)...Md.	1,000,000	1,000,000					8	25	25
Sept. 30, '74	24.00	432	60	Bleeker st. & F.F. (N.Y.C.)N.Y.	1,801,674	900,000	694,000	51,540	259,046	46,457	100	100	
Sept. 30, '74	5.82	297	58	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,478	6.8	100	100
Sept. 30, '74	13.87	1,400	149	Broadway (Brooklyn)...N.Y.	469,284	200,000	200,000	47,531	311,548	32,599	12	100	100
Sept. 30, '74	16.25	1,000	149	B'way & 7th Av. (N.Y.C.)N.Y.	3,900,100	2,100,000	1,500,000	230,000	980,392	287,982	6	100	100
Sept. 30, '74	7.55	4	32	Brooklyn, Bath & Coney I.N.Y.	245,045	180,000	80,000		56,957	24,616	14	10	100
Sept. 30, '74	81.50	2,091	429	Brooklyn City.....N.Y.	2,430,000	2,000,000	300,000	70,000	1,514,444	313,016	10	100	100
Sept. 30, '74	18.50	264	74	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122	100	100	
Sept. 30, '74	10.50	301	64	Brooklyn, Cross-Town.....N.Y.	717,872	395,000	300,000	2,300	174,928	32,566	100	100	
Sept. 30, '74	19.83	402	80	Brooklyn, Cross-Town.....N.Y.	166,389	25,000		139,323	132,551	103,572	100	100	
Sept. 30, '74	17.62	380	92	Buffalo East Side.....N.Y.	623,282	100,000	431,000	147,403	287,587	107,922	10	100	100
Sept. 30, '74	7.62	157	31	Buffalo street.....N.Y.	400,650	302,000	102,000	2,065	77,023	6,919	100	100	
Sept. 30, '74	11.00	157	31	Cambridge (Brooklyn).....N.Y.	800,500	800,500	150,000		75,045	75,045	9	100	100
Sept. 30, '74	29.31	103	31	Cambridge (Brooklyn).....N.Y.	2,011,292	1,676,700	1,200,000	11,111	331,709	103,023	4	100	100
Sept. 30, '74	24.00	1026	142	Can. P. & N.E.R. (N.Y.C.)N.Y.	232,476	192,750			883,451	103,068	44	50	191
Oct. 31, '74	9.11	350	48	Citizens' (Phila.).....Pa.	179,870	184,000	50,000	4,000	192,301	38,976	21	50	46
Oct. 31, '74	9.07	212	80	Citizens' (Pittsburg).....Pa.	179,870	184,000	50,000	4,000	192,301	38,976	21	50	46
Sept. 30, '74	15.03	240	24	Coney Island & Brooklyn.N.Y.	716,759	500,000	307,000	37,845	225,020	71,312	100	100	
Sept. 30, '74	11.23	1010	134	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	1,125,403	1,200,000	915,500		901,750	260,595	8	100	100
Oct. 31, '74	1.65	10	3	Easton and S. Easton.....N.Y.	29,562	29,562			8,000	1,801	7	25	25
Sept. 30, '74	10.00	1106	132	Eight Avenue (N.Y. City)N.Y.	1,782,903	1,000,000	203,000	95,000	822,459	136,940	12	100	100
Oct. 31, '74	7.75	61	24	Empire (Philadelphia)...Penna.	108,000	108,000	200,000		139,836	12,460	50		
Oct. 31, '74	5.69	540	72	Federal St. & Pl. Val. (Pbg.)Pa.	149,311	77,325	75,000		48,209	9,719	25	25	
Sept. 30, '74	10.26	401	58	Gr'd st. & Gr'd st. F. (N.Y.C.)N.Y.	1,054,679	748,000	236,000	51,111	346,778	43,311	9	100	100
Oct. 31, '74	17.37	401	58	Frankford & Southwark (Ph.)Pa.	851,309	500,000	300,000		422,518	92,311	10	50	50
Sept. 30, '74	4.00	26	5	Genesee & Water St. (Syr.)N.Y.	67,970	42,500	19,000		24,538	7,931	100	100	
Oct. 31, '74	34.09	367	63	Germantown (Phila.).....Pa.	601,719	309,656	350,000		406,111	98,312	6	50	31
Oct. 31, '74	8.00	200	40	Gr'd st. & Newtown (Bk'n)N.Y.	314,968	170,000	90,000	19,492	91,891	10,159	100	100	
Oct. 31, '74	8.00	200	40	Gr'd St. Prosp. Pk. & Flatb.N.Y.	455,716	200,000	200,000	90,861	143,338	58,834	100	100	
Oct. 31, '74	7.25	200	40	Green and Coates st. (Phila.)Pa.	256,701	150,000	100,000		179,333	79,313	4	50	50
Oct. 31, '74	11.95	171	24	Harlem, Br. Morr. & F'dham.N.Y.	297,190	299,100	133,000		94,334	20,778	100	100	
Sept. 30, '74	11.68	398	63	Hous. W. st. & Pavia N.Y.	700,000	238,750	478,500				10	50	50
Oct. 31, '74	11.34	351	63	Heat, Mant. & F'mount (Ph.)Pa.	402,379	300,000	100,000	4,817	307,331	38,911	9	50	50
Sept. 30, '74	6.50	292	52	Highland (Boston).....Mass.	482,087	200,000	74,000	232,217	196,067	35,056	10	100	100
Sept. 30, '74	10.50	120	32	Jamaica, Woodh'n & Bklyn.N.Y.	100,000	100,000			25,495	278	100	100	
Sept. 30, '74	3.86	33	9	Kingston and Rondout.....N.Y.	91,707	75,000	6,000		21,755	1,089	100	100	
Oct. 31, '74	5.32	123	21	Lombard and South st. (Ph.)Pa.	179,516	150,000	60,000		101,319	39,412	10	25	121
Sept. 30, '74	4.87	48	12	Lowell Horse.....Mass.	97,309	93,100	4,500		29,317	243	100	100	
Sept. 30, '74	12.62	241	37	Lynn and Boston.....Mass.	291,296	200,000	36,500	57,009	168,905	14,317	100	100	
Sept. 30, '74	3.46	54	15	Medford & Charleat. (B'tn).Mass.	35,414	21,000			600	780	3	100	100
Sept. 30, '74	5.30	54	15	Merrimack Valley.....Mass.	80,390	50,000			36,063	2,571	100	100	
Sept. 30, '74	49.24	1398	236	Metropolitan (Boston).....Mass.	2,621,673	1,500,000	187,000	884,196	1,093,888	150,802	84	100	100
Sept. 30, '74	15.97	312	63	Middlesex (Boston).....Mass.	684,881	400,000	226,000	235,518	252,795	63,293	100	100	
Sept. 30, '74	3.82	33	9	New Bedford & Fairhaven.Mass.	80,830	60,000		29,230	24,195	1,973	100	100	
Sept. 30, '74	6.37	32	7	Newburyport & Amesbury.Mass.	46,854	37,250		9,754	1,351	686	100	100	
Sept. 30, '74	4.00	2	16	New York Elevated.....N.Y.	1,600,000	798,300		108,321	81,047	2,072	100	100	
Sept. 30, '74	7.50	47	9	New Wmbsurg & Flatbush.N.Y.	600,000	300,000	300,000	9,297	74,480	10,010	100	100	
Sept. 30, '74	6.10	240	39	Ninth Avenue (N. Y. City)N.Y.	999,422	797,320	207,000	19,708	104,794	10,422	100	100	
Sept. 30, '74	3.20	13	2	Northampton.....Mass.	50,125	50,000		7,955	6,812	Loss.	100	100	
Sept. 30, '74	11.24	164	36	North 2d St. & Middle Vil.N.Y.	223,165	134,600	25,000	66,967	81,289	2,074	100	100	
Oct. 31, '74	2.69	6	3	North Woburn (Boston)...Mass.	32,622	21,000	8,000	600	5,125	194	100	100	
Dec. 31, '74	11.71	212	40	Orange and Newark.....N.Y.	1,041,157	290,300	700,000	28,000	214,267	11,888	100	100	
Sept. 30, '74	14.40	160	40	Park Avenue (Brooklyn)...N.Y.	398,191	200,000	200,000	113,373	118,962	30,754	100	100	
Oct. 31, '74	21.26	613	112	Philadelphia City (C & W.)Pa.	789,136	475,000	200,000	74,136	443,738	110,908	22	50	231
Oct. 31, '74	6.13	17	7	Philadelphia and Darby.....Pa.	321,055	200,000	100,000		29,718	24,000	8	20	20
Oct. 31, '74	12.87	144	22	Philadelphia & Gray's Ferry.Pa.	299,127	290,200	6,500	22,900	126,327	29,715	10	50	25
Oct. 31, '74	8.75	128	40	Pbg., Allegheny & Manchester.Pa.	278,091	300,000	100,000		165,336	43,491	6	50	50
Oct. 31, '74	6.50	114	20	Pittsburg & Birmingham.Pa.	143,487	150,000	18,600	26,984	73,813	5,465	50	50	
Oct. 31, '74	10.00	132	22	Pkg. Oakland & E. Liberty..Pa.	167,290	153,000	45,000	28,537	49,790		50	50	
Sept. 30, '74	5.00	52	12	Poughkeepsie City.....N.Y.	131,591	76,705	27,000	39,300	67,411	40,586	100	100	
Oct. 31, '74	13.70	280	44	Ridge Avenue (Ph.).....Pa.	418,810	420,000	58,400		248,262	45,415	6	50	28
Sept. 30, '74	13.50	131	29	Rochester and Brighton..N.Y.	226,391	105,000	100,000	28,000			100	100	
Sept. 30, '74	7.73	52	23	Salem street.....Mass.	207,197	150,000	36,900	1,800	150	138	100	100	
Oct. 31, '74	4.02	149	23	Schuylkill River (Phila.)...Pa.	47,463	50,000					10	50	50
Sept. 30, '74	21.00	1043	142	Second Avenue (N. Y. City)N.Y.	2,560,917	1,199,500	1,317,000	74,464	705,673	127,561	8	50	50
Oct. 31, '74	4.50	600	112	2d and 3d street (Phila.)...Pa.	814,255	671,576	109,300		582,027	254,881	174	50	311
Oct. 31, '74	7.50	294	38	17th and 19th street (Phila.)Pa.	204,974	160,000	55,000	6,597	241,651	70,166	124	50	16
Sept. 30, '74	8.37	946	112	Sixth Avenue (N. Y. City)N.Y.	2,257,199	750,000	415,000	780,000	780,440	112,403	6	100	100
Sept. 30, '74	4.03	340	60	Somerville horse (Boston).Mass.	98,000	98,000			5,890	5,890	6	100	100
Sept. 30, '74	8.31	340	60	South Boston.....Mass.	450,000	450,000			318,242	43,643	100	100	

Official List of Patents Relating to Mechanics, Metallurgy, &c.

(FOR THE WEEK ENDING AUGUST 21, 1875.)

- 166,180. Fire Tubes for Steam Boilers, H. Bailey, N. Y. City.
- 166,186. Railroad Switches, D. F. Cavanaugh, Greensboro, Pa.
- 166,194. Railroad Signals, T. N. Dinkey, Mauch Chunk, Pa.
- 166,218. Car Starters, J. McDonough, Mt. Clare, N. Y.
- 166,229. Railroad Rail Joint Fastenings, A. Spencer, Penn Yan, N. Y.
- 166,235. Water Tube Boilers, J. Warner, Philadelphia, Pa.
- 166,243. Railway Rail Joints, H. Allen, Titusville, Pa.
- 166,247. Forges for Blacksmiths, A. Benac, N. Y. City.
- 166,301. Safety Runners for Railroad Cars, L. O. Root, Minneapolis, Minn.
- 166,327. Car Couplings, J. Q. A. Young, Cedar Mills, Oregon.
- 166,331. Motors, J. H. Bean, Cincinnati, Ohio.
- 166,335. Furnaces for Blanks, J. W. Bonta, New Brighton, Pa.
- 166,338. Machines for Converting Motion, D. C. Burson, Philadelphia, Pa.
- 166,341. Regulator Cars, J. H. Canfield, St. Louis, Mo.
- 166,351. Car Brakes, S. Daubleday, Baltimore, Md.
- 166,369, to 166,377, inclusive, Machines for Welding Chain Links, B. Hershey, Erie, Pa.
- 166,379. Railroad Rail Joints, S. Hopkins, Wheeling, W. Va.
- 166,386. Air Brakes, W. D. Jones, Hagerman's Mills, N. Y.
- 166,387. Metallic Truss Bridges, W. Katté, St. Louis, Mo.
- 166,393. Blow Valves, F. Lunkenheimer, Cincinnati, Ohio.
- 166,397. Hydraulic Car Brakes, T. McBride, Philadelphia, Pa.
- 166,398. Steam Generators, S. T. McLathuir, Boston, Mass.
- 166,404, 166,405 and 166,406. Air Brakes, A. L. Perrine, Freehold, N. Jersey.
- 166,414. Car-axle Box-bearings, T. D. Rulon, Philadelphia, Pa.
- 166,415. Heating and Ventilating Railroad Cars, W. Sager, Colchester, Vermont.
- 166,423. Machines for shaping Metal Screws, C. M. Spencer, Hartford, Conn.
- 166,428. Pipe Wrenches, H. C. Stouffer, Canfield, Ohio.

A passenger, holding a free pass which exempted the carrier from liability for injury, entered a steamer with an intention to travel as a passenger for hire and beyond the distance covered by the pass, and was injured during that part of the transit to which the pass applied. The Irish Court of Common Pleas held "that the onus lay upon the plaintiff of showing that he was travelling as a passenger for hire, and not as a licensee upon the free pass; that the plaintiff, not having communicated his intention to the defendants, had failed to show that he was travelling otherwise than in right of his free pass, and that the defendants were not responsible accordingly."

The Pacific Mail Steamships not subject to Local Taxation.

STOCK OF FOREIGN CORPORATIONS, OWNED BY INDIVIDUALS IN THIS STATE, IS NOT TAXABLE HERE.

In the suit brought by the Pacific Mail Steamship Company against the Commissioners of Taxes to test the question whether steamships moving from here to Aspinwall, and others being constructed on the Delaware River, are subject to local taxation, the Court holds, Chief Justice Davis giving the opinion, as follows:

In accordance with the principle of assessment adopted by the Commissioners, the value of the California Dry Dock Company's stock, \$104,250, should also have been deducted. This Court has lately held, in *The People ex rel. Trowbridge vs. The Commissioners*, that the stock of foreign corporations, owned by individuals in this State, is not taxable here, and the Court of Appeals have affirmed that decision. Treating the relators as entitled to the benefit of that rule, requires the deduction of the value of that stock. All the other questions, we think, were disposed of in the question of these relators against the Commissioners in this Court. The assessment should be corrected in the particular above mentioned and affirmed as to the residue, with costs.

Montclair Railroad.

At a meeting of the committee of bondholders of this company held on the 18th inst., it was agreed by the different interests to give control of the property permanently to the first mortgage bondholders, instead of waiting until the 11th of September, the day appointed for the sale of the road—the approval of Mr. A. S. Hewitt, who is the representative in court of the second mortgage bondholders, alone being required to consummate the arrangement. The proposed plans of reorganization contemplates the following:

First mortgage construction bonds, secured by a first lien upon the whole property, and bearing seven per cent interest, with half yearly coupons, will be issued to the amount of \$700,000. Of this amount it is proposed to appropriate \$175,000 for new rolling stock, \$125,000 to putting the road in order and continuing it from its present terminus at Monks so far out as Greenwood Lake; \$200,000 to finishing the Caldwell branch so far out as Caldwell, and the balance to reserve for contingencies. Bonds to the amount of \$1,800,000, bearing seven per cent, with half yearly coupons, will be issued to the present first mortgage bondholders, and, as collateral for these bonds, stocks for \$1,800,000 will be issued. An issue of common stock will be made for coupons past due and maturing and for the face of the present second mortgage bonds. Immediately upon the reorganization of the company, it is reported, an iron and stone bridge will be constructed over the Passaic River, all the trestle work along the route will be filled in, and various other repairs will be made to put the road in first class order.

Southern Pacific Railroad.

The San Luis Obispo Tribune says: "There was filed in the Recorder's office, by D. W. Parkhurst, agent, on Tuesday last, the first mortgage of the Southern Pacific Railroad in favor of D. O. Mills and Lloyd Tevis for the sum of \$46,000,000, covering all its tracks, rolling stock, buildings, real estate and land grants, the latter amounting to 11,000,000 acres of the public domain. Following is the route of the road as set forth in the mortgage: From San Francisco in a southerly and southeasterly direction by way Carnadero Junction, Salinas Valley and Polonio Pass, to the Colorado River, at or near the 'Needles'; also from Carnadero Junction to San Benito; also from Los Gatos Creek, via Goshen, to the Junction with

the first mentioned line between Poso Creek and Kern River; also from the junction near Tehachipa Pass, via Los Angeles, to the Texas Pacific Railroad near Fort Yuma; and also from Los Angeles to Wilmington, on San Pedro Bay, aggregating 1,100 miles of railroad and telegraph line."

Hon. James Eads has been appointed Receiver of the Paris and Danville Railroad. This road is 34½ miles in length, and upon it there have been issued \$1,190,000 of first mortgage bonds.

Mr. B. S. Stevens has been appointed General Manager of the Hannibal and St. Joseph Railroad.



LACHINE

Canal Enlargement.

NOTICE TO CONTRACTORS.

Sealed Tenders addressed to the Secretary of Public Works, and endorsed "Tender for the Lachine Canal," will be received at this office until the arrival of the Eastern and Western mails on THURSDAY the Sixteenth day of September next, for the enlargement of this canal, consisting of the widening and deepening of the channel from near the new basin east of Wellington Street bridge, upwards, to the river St. Lawrence at Lachine, embracing the construction of new locks at St. Gabriel and Cote St. Paul, also the taking down and rebuilding the upper portions of the present locks at these places: building regulating weirs, culverts, bridge piers: the construction of a new entrance lock at Lachine, and the formation of a channel and basin on the south or river side of the existing entrance.

The works will be let in sections of the respective lengths indicated on a map of the line which, together with plans and specifications of the various works, can be seen at this office, and at the Lachine Canal Office, Montreal, on and after FRIDAY, the Third day of September next, at either of which places Printed forms of Tender can be obtained.

Contractors are requested to bear in mind that Tenders will not be considered unless made strictly in accordance with the printed forms, and—in the case of firms—except there are attached the actual signatures, the nature of the occupation and place of residence of each member of the same; and further, an accepted bank cheque, or other available security, for the sum of from one to three thousand dollars, according to the extent of work on the section, must accompany each Tender, which shall be forfeited if the party tendering declines or fails to enter into contract for the works, when called upon to do so, at the rates stated in the offer submitted.

The amount required in each case will be stated on the form of Tender.

The cheque or money thus sent in, will be returned to the respective parties whose Tenders are not accepted.

For the due fulfilment of the contract, satisfactory security will be required on real estate, or by deposit of money, public or municipal securities, or bank stocks, to the amount of five per cent on the bulk sum of the contract, of which the sum sent in with the Tender will be considered a part.

Ninety per cent only of the progress estimates will be paid until the completion of the works.

To each Tender must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the carrying out of these conditions, as well as the due performance of works embraced in the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By Order

F. BRAUN,

Secretary.

Department of Public Works,
Ottawa, 9th August, 1875.

The Coal Trade.

The production for the week ending on the 14th instant, as stated by the Philadelphia Ledger, was 612,340 tons, and for the year 10,619,823 tons, against 11,965,688 tons to corresponding date last year, a decrease of 1,345,860 tons. The bituminous tonnage for the week was 79,897 tons, and for the year 2,214,679 tons, making a total of all kinds for the week of 692,237 and for the year of 12,834,502 tons, against 14,111,984 tons to the same time last year, a decrease of 1,277,482 tons. The quantity of coke and coal transported over the Pennsylvania Railroad for the week was 89,271 tons, and for the year 2,392,449 tons, of which 2,014,883 was coal and 380,376 coke. This embraces all the coal carried both east and west. At Port Richmond for the week ending the 21st instant there were receipts of 70,000 tons of coal, shipments of 60,000 tons, leaving 65,000 tons on hand. The Ledger adds:

We have occasional reports from those engaged in the manufacture of iron of an increased demand, but these reports have not yet developed into much activity, and until the furnaces open widely their devouring mouths the coal market will rule languid and weak. The iron furnaces and the steam marine of the country are the chief centres of coal consumption. A favorable symptom in this direction is the proposal said to have been made by the Philadelphia and Reading Coal and Iron Company to furnish all furnaces in the Schuylkill region now out of blast all the raw material and take the product off their hands, paying for the cost of manufacture. The proposition, it is said, is being favorably responded to by the establishments on the line of the road, and there is a fair probability of some, if not all, of the furnaces, being again in blast soon. Of the twenty furnaces in Berks county sixteen are out of blast, while two new furnaces are about being completed, one at Lyons and the other at Bechtelsville. The resumption of the furnaces will have a marked effect upon the business interests of the eastern section of the State, and especially upon the coal business. It is all that is needed to increase the demand for anthracite coal. The Chester (Pa.) rolling mills are busy on iron plating for ships, having one order of 1500 tons for John Roach & Son and several smaller orders from New York and Philadelphia.

The earnings of the Atchison, Topeka and Santa Fe Railroad for June, 1875, were \$103,886, against \$101,774, in June, 1874, an increase of \$2,112. The earnings for six months ending June 30, 1875, were \$575,126, against \$574,663, for the corresponding six months of 1874, an increase of \$463. The completion of the road to Pueblo, and the control of a Kansas City line, will have a good effect on its through business; and with good crops this year, and the steady influx of population in the Arkansas Valley, the prospects for increased earnings are excellent.

City Passenger Railways being an American invention it is natural that as the system extends to other countries they should look to the United States for their supplies. Hence we find that the exportation of passenger railway cars is becoming quite a large item in our list of foreign exports. The American shipments of passenger railway cars go to England, Russia, Australia, Austria, India and other countries, each taking different patterns, constructed to suit the tastes of the locality to which they are sent. Within a week one shipment of a dozen cars has gone out to Liverpool, valued at \$12,000.

The report of the Buffalo and Lake Huron Railway for the half year ending June 30, 1875, says that the balance of revenue, including the balance from the previous half year, after providing for the payment of interest on the bonded debt, is £11,559, which will allow of a dividend of 4s. 3d. per share, free of income tax, carrying to the next half year £400. Bonds to the amount of £751,600 have been presented at the office of the Company, and exchanged for the new series, leaving £12,158 yet to come in.

J. W. Smith, of the Southern Pacific Railroad, has been making a preliminary survey of the route from the Colorado river east, having the Salt River valley as one objective point. The line crosses the river six miles below Ehrenberg and is said to be a practicable route. The country is very level.

HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

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DELAFIELD & BAXTER CEMENT COMPANY,

MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT. WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength. For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.

THE JAMES CEMENT CO.

Manufacture a superior quality of ROSENDALE CEMENT, (equal to any) put up in new barrels made by themselves, and well papered, and average 300 lbs. Cement to each barrel.

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This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York. This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

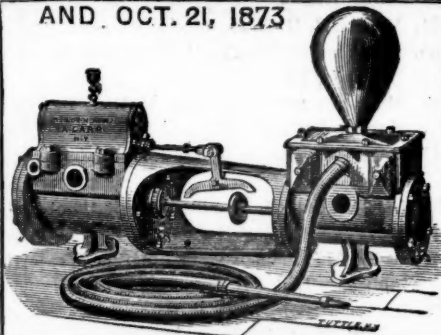
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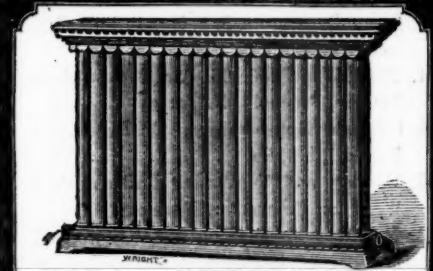
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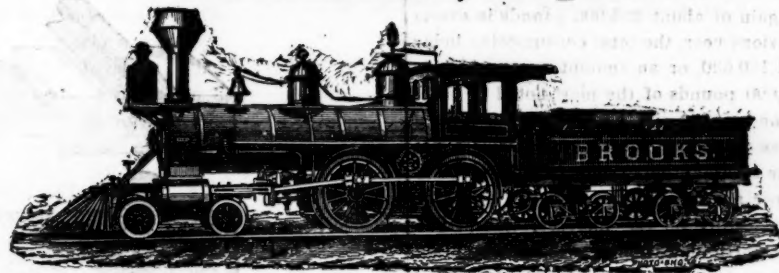
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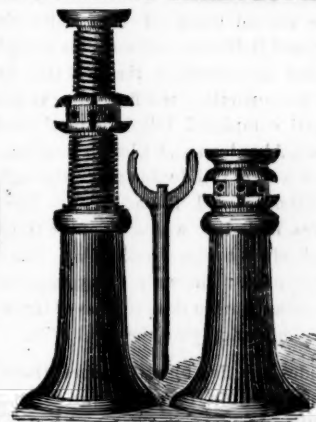
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The Dickson Manufacturing Co. of Scranton.

American Silk Industry.

From a recent publication made by the American Silk Association it is shown that up to the 30th of June, 1875, the importations of raw silk exhibit a gain of about 325,000 pounds in excess of the previous year, the total consumption being equal to 1,100,000, or an amount approaching to within 30,000 pounds of the most noted of other years. The heaviest silk concern in the United States does an annual business of \$900,000 per year, while several others range from \$600,000 to \$800,000 per annum, and the demands upon the mills are steadily on the increase. More than \$8,000,000 worth of raw silk is consumed during the year in various ways. It is claimed that the manufacturers have attained complete success in fixing in a substantial manner dyes, either of subdued or brilliant hues, and that for novelty, chasteness of design and delicacy of shade the American product successfully rivals goods of the same character from Europe.

The second track of the Philadelphia Wilmington and Baltimore railroad was completed last week, and it is thought the new time tables will be put into operation the first of next month. The work just completed fills a gap of fourteen miles between Aberdeen and Chase's Station. The road now has a steel rail double track throughout, between Baltimore and Philadelphia. The last fourteen miles, including widening of the Gunpowder and Bush river bridges, two miles, was done within four months. The only delay experienced was from a strike, during the progress of the work, at the rolling mill supplying the steel rails.

Besides the five blast furnaces, there are two merchant iron mills, two sheet and plate mills, two mail mills, the extensive works of the New Castle manufacturing company, with other smaller foundries and machine shops in full operation in New Castle, Pa.

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Invite the attention of the trade to their make of **Elastic Sponge** for all Upholstering purposes. This sponge is prepared by an entirely new process (secured by letters patent), free from all the deleterious materials heretofore used in preparing sponge. This make of **Elastic Sponge** is chemically prepared, is dry, and never loses its elasticity; and, by the peculiarity of its preparation, renders insect life of every kind impossible. For particulars, address

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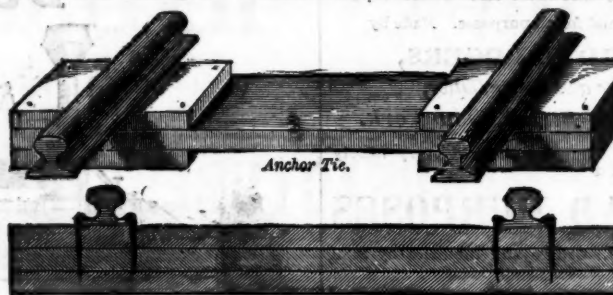
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THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh, Steel or Iron Rails**, and of any required weight and pattern.

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TRIPLER RAILROAD CROSS TIE COMPANY,

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These Ties are now offered to the Railroad public with the assurance that they will meet the growing want of an improvement in this branch of Railroad industry. The Tripler Tie has had three years' severe test on one of the principal roads of this State, and has more than come up to the expectation of the inventor.

These Ties are steam cured and made indestructible by antiseptic compounds. They possess elasticity, durability, even surface, uniform size; can be repaired when worn by the rail; less strain on rolling stock.

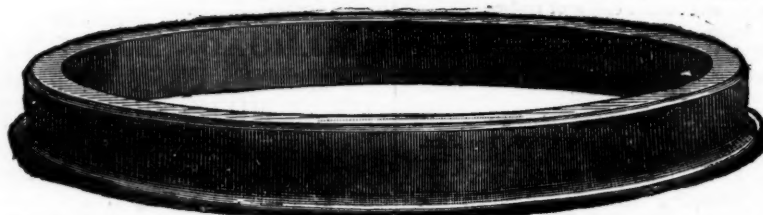
The Tripler Railroad Cross Tie Company are now prepared to furnish Railroads with any quantity for immediate delivery or for the ensuing year.

Some of the Ties which have been in use three years are now in the office of the company for inspection.

For further particulars, testimonials, &c., apply to

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N. B.—Those Roads wishing to adopt this Tie, situated at a distance from the factory, the T. R. R. C. T. Co. are prepared to put up work as near as possible to the line of the road, thus saving the cost of transportation.

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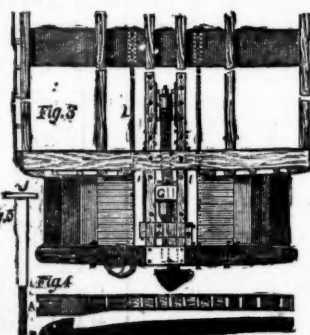
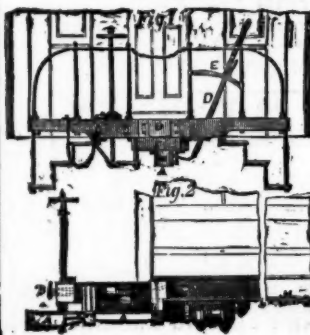
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